

THE COMMERCIAL MOTOR

FRIDAY, JUNE 10, 1960
ONE SHILLING

SPECIALIZED
MUNICIPAL
TRANSPORT

DETROIT PUBLIC LIBRARY

JUN 29 1960

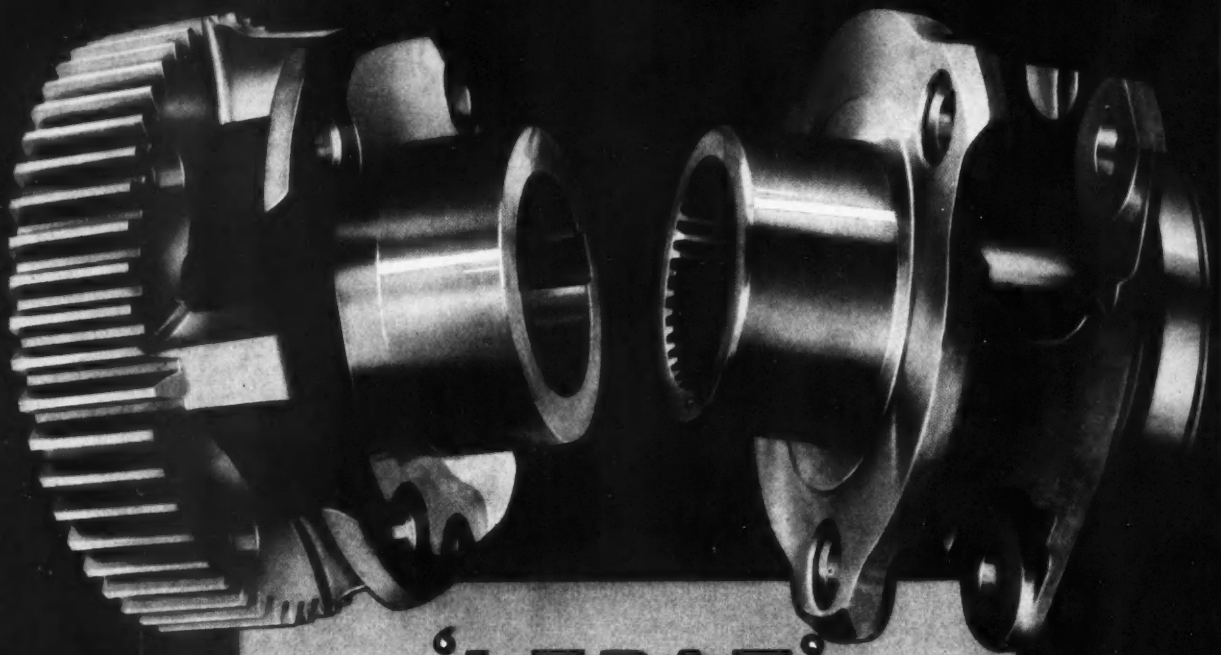
TECHNOLOGY
DEPARTMENT

EVERYTHING GOES!



Waste of every kind goes into the Eagle Compressmore Refuse Collector—one of many special bodies for municipal use. Chassis — reliable Thames Trader by Ford.

THAMES TRUCKS AND VANS BY FORD



'LEPAZ'

Pearlitic Malleable Iron has high strength and great rigidity. Since it can be cast into practically any shape, it is being used for parts which otherwise would involve a great deal more machining.

The illustrations show planet carriers, made of 'LEPAZ' pearlitic malleable castings, used in their automatic gearbox by

ROLLS-ROYCE LIMITED

LEY'S

LEY'S MALLEABLE CASTINGS CO. LTD., DERBY Telephone: Derby 45671

EUROPE'S LARGEST MALLEABLE PRODUCERS

June 10, 1960

Pro



Years of successful
diesel-powered, ha
ment; one which b
"Gamecock" 12 c

sup
pro
wor
serv
exp
ing
eco
cou

Lo

K

SEE THE

KARRIER MOTO

Proved in Public Service for well over 40 years!



Years of successful, trouble-free operation of Karrier Municipal vehicles, both petrol and diesel-powered, have led to yet another repeat order by the City of Leeds Cleansing Department; one which brings their Karrier fleet up to 105 vehicles. Depicted here are a few of the "Gamecock" 12 cu. yd. refuse collectors recently supplied to them.

Karrier Motors Limited are the largest suppliers of municipal vehicles in the country, their products, petrol or diesel engined, having proved their worth over a great many years in every kind of public service. This is not surprising, for a long and specialised experience coupled to the most modern of manufacturing methods provides the utmost in performance, economy, and reliability; all backed by Rootes efficient country-wide servicing facilities.

The choice
of over
900
Public
Authorities

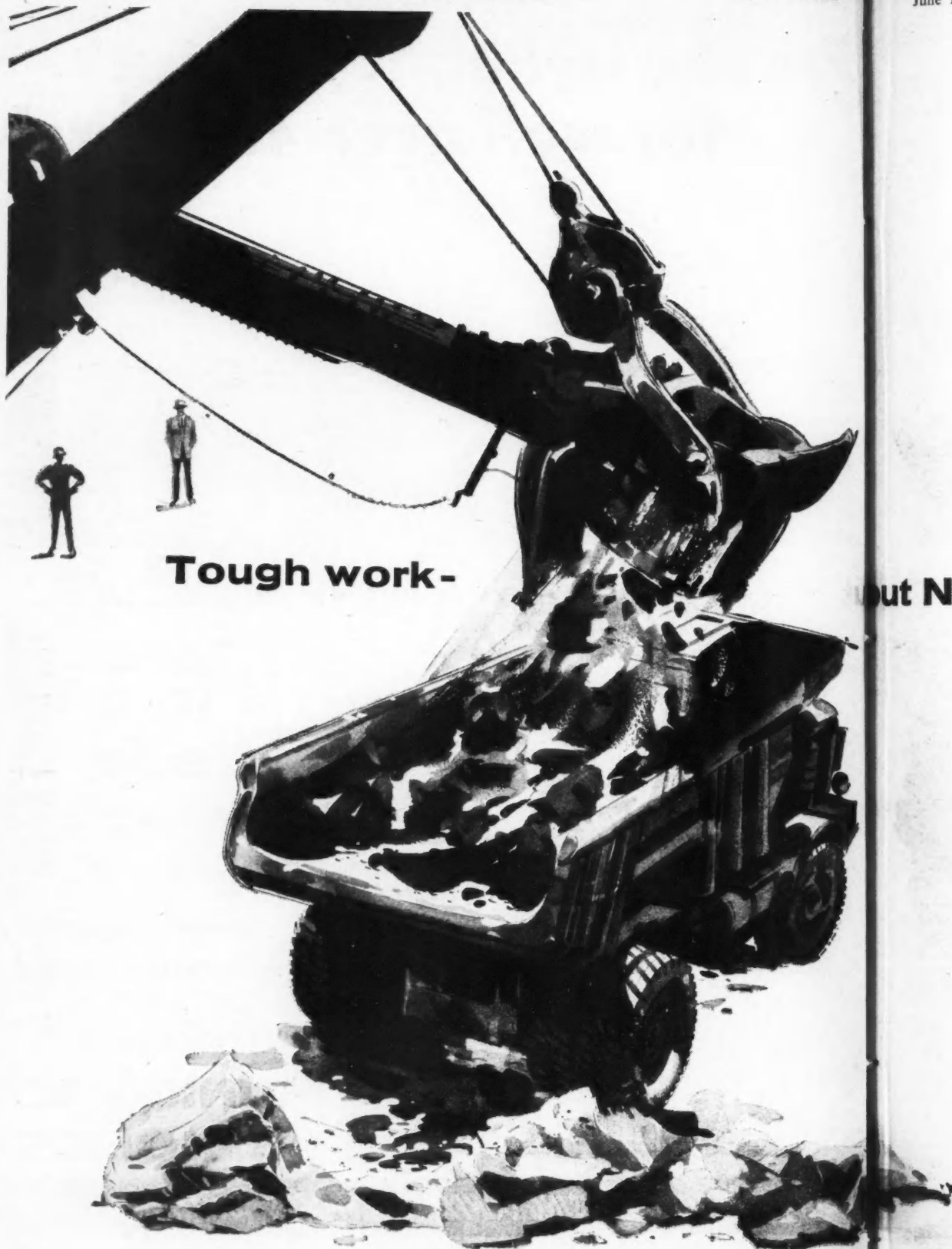
**Lorries • Tipplers • Refuse Collectors • Tower Wagons • Tractors
Gully Emptiers • Street Washers**

KARRIER MUNICIPAL VEHICLES

SEE THEM AT THE CLEANSING CONFERENCE, PORTSMOUTH, JUNE 14-17

KARRIER MOTORS LTD. LUTON BEDS.

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1



Tough work -

out No

Tons of rock pounding down on to the aluminium floor. Rock, iron ore, limestone or just overburden – grinding over the surface as the dumper shoots its load, time after time, day after day, year in and year out. Dump trucks must be tough to take it. What an aluminium body saves in weight it takes aboard as payload, increasing its load capacity by as much as ten per cent, for a fractional increase in vehicle cost.

But Noral aluminium can take it!

With the increased payload, increased operating revenue. Nine aluminium-bodied dump trucks do the work of ten. Or if extra payload is not your aim, the lower tare weight will give you longer tyre life and lower running costs; less wear and tear on chassis and equipment.

Perhaps aluminium – Noral aluminium – can help to improve *your* product. We should like to hear from you.

'Bodybuilding in Aluminium' gives details of Noral materials for the road transport industry, with suggested designs. Ask your nearest Noral office for a copy.

Noral

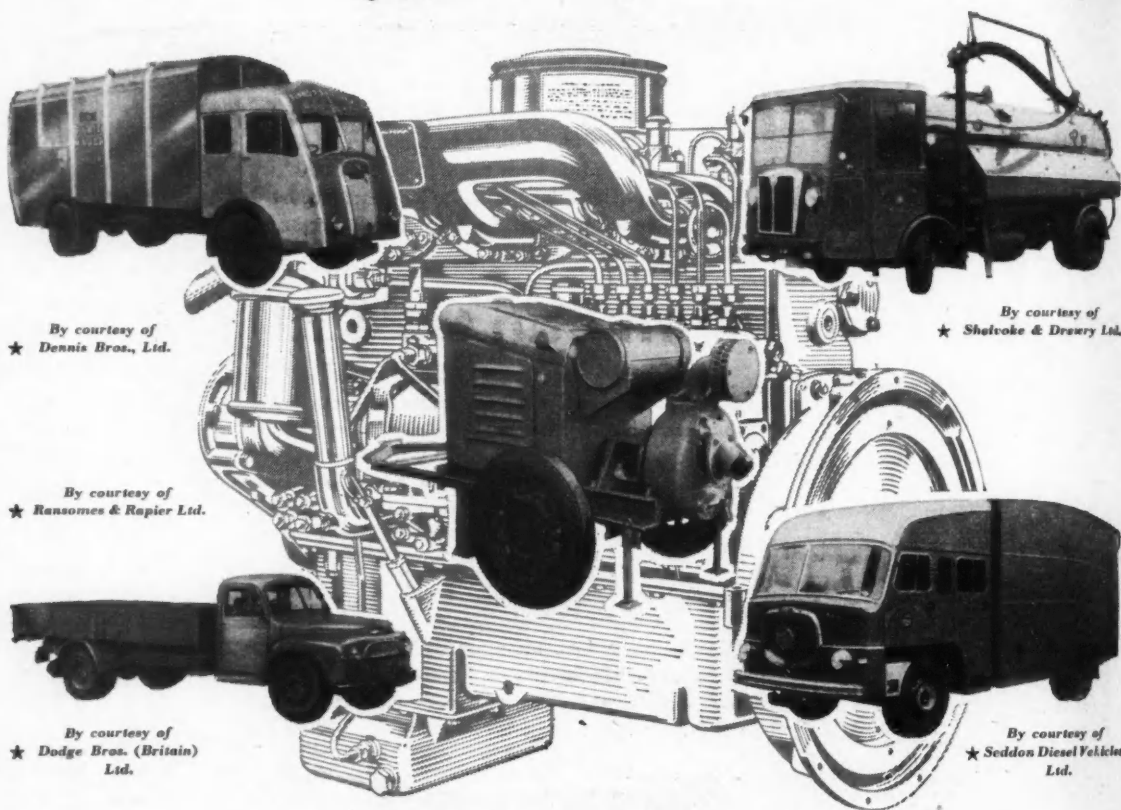
NORTHERN ALUMINIUM COMPANY LTD

Sales Offices: **BELFAST:** Donegall House, 7 Howard St., Belfast 32805
BIRMINGHAM: Devonshire House, Great Charles Street 3, Central 7393
BRISTOL: Pelouquin Chambers, 18 St. Augustine's Parade 1, Bristol 20351
LEEDS: 26/27 Park Row 1, Leeds 33621 • **LONDON:** 50 Eastbourne Terrace W2, Paddington 3281 • **LUTON:** 57 Bute St., Luton 7364-5
MANCHESTER: 23 Princess St. 2, Central 9335 • **NEWCASTLE-UPON-TYNE:** Groat House, Collingwood St., 1, Newcastle 20878

Noral



Take a tip from the Manufacturers*



Why do all these Manufacturers of Municipal Vehicles offer "CROMARD" cylinder liners as first fitment or as alternative equipment?

Engines—whether petrol or diesel—fitted with "CROMARD" are practically immune from costly premature overhauls despite their stop-start work and often over-cool running.

Eliminate premature overhauls

LAYSTALL CROMARD LIMITED

Dixon Street, Wolverhampton

Telephone: Wolverhampton 26941

all Laystall Laystall Laystall Laystall La

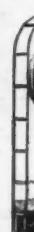
★ Seve
the
Messrs.
of Man
ERF Mo



TH



O
Y



If you have
of the ERF

ERF

Telephone :

★ Seven recent ERF additions to the fleet of Messrs. Kirby-Cooper Limited of Manchester.
ERF Model 68GX—24 tons gross.



THE
Economical
Reliable
Foundation . . .
ON WHICH TO BUILD
YOUR BUSINESS



If you have transport problems write for full details of the ERF range and name of nearest ERF Dealer.

ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE

Directors: D. FODEN

E. P. FODEN

E. SHERRATT

Telephone: Sandbach 223 (5 lines)

Telegrams: ERF Sandbach



the driver says

"I want SAFETY!"

"All round vision for less eye strain,"

"A smart roomy cab I can be proud of."



the fleet owner says

"In addition I want minimum weight without sacrificing strength. Economical maintenance, speedy and easy repairs."



they both
find the
complete
answer in



Homalloy

LIGHT ALLOY

REGD.

All-round-vision plastic cabs

FOR HOME AND EXPORT

HOME

Head Office and Works:
HOLMES (Preston) LTD.
Homalloy Works, Blackpool Road
Preston, Lancashire
Telephone: 89233 (5 lines)
Telegrams: Homalloy, Preston

London Office and Works:
HOMALLOY (LONDON) LTD.
Airport Works, Sutton Road
Rochford, Essex
Telephone: 56991 (5 lines)

ABROAD

RHODESIA
ZAMBESI COACHWORKS LTD.
Private Bag 25
Kopje, Salisbury
Telephone: 24353

SOUTH AFRICA
BUS BODIES (S.A.) LTD.
P.O. Box 4008
Port Elizabeth
Telephone: 4-2665



Homalloy plastic all-round-vision, easy access cab on the Albion "Chieftain" chassis. Only half the weight of a similar cab in steel.

ZWICKY

runway sweeper



ANOTHER EXAMPLE OF HARNESSSED AIR

Compressed Air for Air/Hydraulic Braking,
Tyre Inflation, Brush Control.

You too can have the benefit
of our co-operation in the Design Stages



WESTINGHOUSE



WESTINGHOUSE BRAKE AND SIGNAL CO., LTD.

(AUTOMOTIVE & INDUSTRIAL PRODUCTS DIVISION) HANHAM RD., KINGSWOOD BRISTOL.

CAT-WALKS

ON MILK



... on oil and petroleum products, chemicals and many other liquids. Not only cat-walks but every other feature of a Darham road tanker is designed and constructed with meticulous care as only the craftsman knows how. Darham road tankers, transportable tanks, storage tanks and pressure vessels serve industry the world over, and every requirement is treated individually by the Darham team of designers and engineers.

DARHAM TECHNICAL ADVISORY SERVICE is on call to you. They will solve the problems of achieving the maximum payload possible, capacity, weight distribution, types of lining, insulation, loading and discharging techniques, and produce for you the finest tank you will ever own at a very competitive price.

DARHAM build fine tanks in Mild Steel (suitably lined if necessary), Stainless Steel and Aluminium

Darham

INDUSTRIES (LONDON) LIMITED

13 Victoria Street, London, S.W.1

ABBey 2231 (3 lines)

"Official fitting agents for Tocalmit "Syndromic" Automatic chassis lubrication equipment.

WORKS: BASILDON, ESSEX AND DURHAM CITY

A depot on your doorstep

FOR SPEEDY SERVICE AND DELIVERY



BRAKE & CLUTCH LININGS

39 service and delivery depots throughout the country ensure the speediest possible supply of brake and clutch linings to the Motor Trader and fleet operator. Silencers, fan belts, batteries and shock absorbers are among the many other items you can always get in a hurry. This map shows the whereabouts of your nearest depot, or you can write to the Head office below for details of the Telamite Service.

Telamite Ltd

BENTHAM, NR. LANCASTER



for dependability



The Dennis Pax provides the answer to all medium weight transport requirements. Robust structure throughout makes the Pax a particularly attractive investment, where specialised bodywork is contemplated,

The Pax specification is flexible offering a choice of wheelbases, engine and equipment, and both normal and forward control. In addition the range includes a tractor and a tipper, both with the same wide choice of specification.

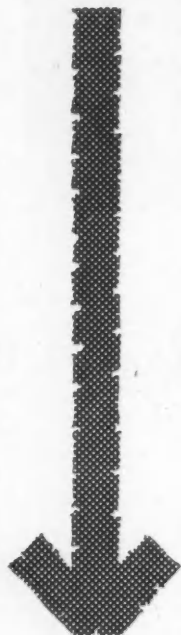
DENNIS

PAX

DENNIS BROS LTD GUILDFORD

PORTSMOUTH GOES IN AGAIN FOR GIBSON

with one of the biggest refuse collection problems in Britain



Repeat order for 9 GIBSON Pendulums

The improved 'Pendulum' collector with simple and sturdy high compression hydraulic ram will compress (for instance) over 24 cu. yards of material into a 16 cu. yard body. It packs *more* material—packs it *tight*—packs it *quickly*. And there's ample room on top for extra bulk material. These features add up to faster, more economic collection/dumping cycles—*increase* the amount of material which can be moved per day. And with simplicity of construction/operational details, far less time is required for maintenance. **ASK YOUR SECRETARY** to write for leaflet P.C.1. It brings you full information on Pendulum operation, capacities, chassis, etc.

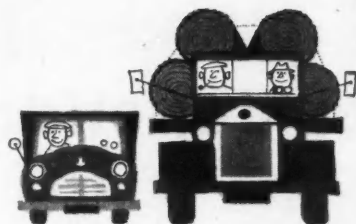


PENDULUM compressor refuse collector.

GIBSON

JOHN GIBSON & SON LTD.,
Jameson Place Leith Edinburgh 6
Telephone : Leith 35418
Telegrams : 'Aero' Edinburgh

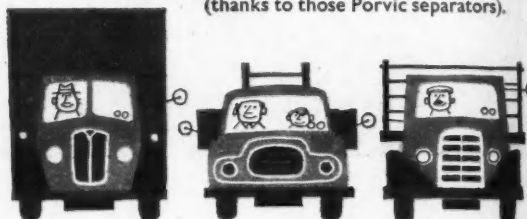
A10



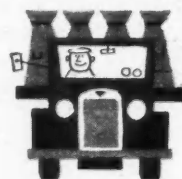
Some of us pound along in mammoth 8-wheelers; others nip about in a pint-size pick-up. But we all appreciate the extra virtues, the cut-and-come-again qualities of the Dagenite TPG range.



We like its toughness... we like its light weight... we like its space-saving compactness... we like its long life (thanks to those Porvic separators).

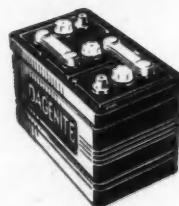


We all value the way Dagenite TPG batteries do a big, big job—we like the way they hack a good, thick slice off our running costs.



SO WE ALL CHOOSE

DAGENITE TPG



D 143

DAGENITE TPG COMMERCIAL VEHICLE BATTERIES

Available in 6 or 12 volt units assembled in hard rubber containers or hard wood trays

PRITCHETT & GOLD AND E.P.S. CO., LIMITED
137 VICTORIA STREET, LONDON SW1

Carrimore



INSIST ON CARRIMORE THE ACE

OF SEMI-TRAILERS AND ENSURE A
STRAIGHT DEAL

CARRIMORE SIX-WHEELERS LTD.

CARRIMORE WORKS, LONDON, N.12

HILLSIDE 3631

Mann Egerton Low Temperature Transport

Mann Egerton insulated and refrigerated containers give the haulage contractor an extremely efficient means of providing Low Temperature Transport, without high capital outlay on a vehicle that may not always be in service. The standard container is available in insulated or refrigerated form.

Standard type containers and vehicles are frequently available for immediate delivery from stock.

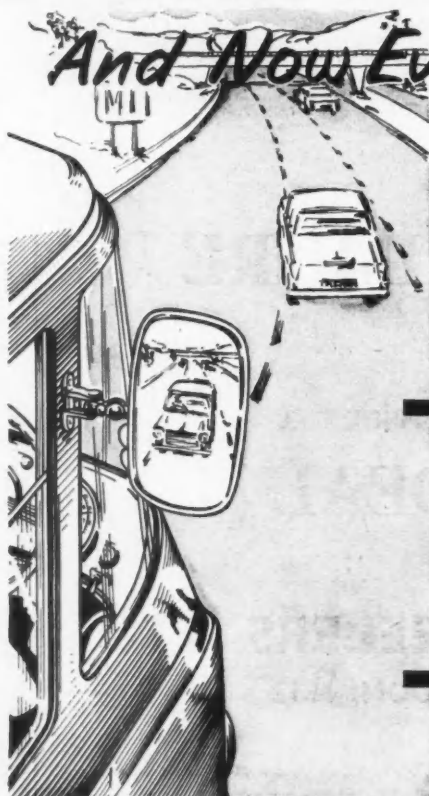
Mann Egerton insulated and refrigerated vehicles and containers are made in capacities from 7 cwt. to 10 tons and their thermal efficiency is guaranteed.



LEADERS IN THE DESIGN AND CONSTRUCTION OF LOW TEMPERATURE TRANSPORT

MANN EGERTON
A CO. LTD.

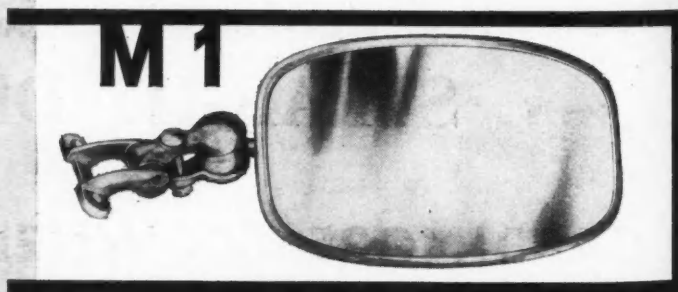
CROMER ROAD WORKS, NORWICH TELEPHONE: 47272 TELEX: 1710



A12

And Now Even GREATER SAFETY WITH THE M1 The NEW RAYDYOT

Commercial Vehicle Mirror a completely new large commercial mirror with universal application. Strongly made for exterior mounting on any part of the vehicle, the M.1. has a special feature enabling the centre of the mirror to be adjusted from 4" to 11" from the mounting bracket: This being especially important when carrying wide loads. Size 10" x 5½". Mirror glass bonded to case.



Ref. M1/2202 price 29/6d. retail. Ask your usual wholesaler for details or write to

JAMES NEALE & SONS LTD. • GRAHAM STREET • BIRMINGHAM, 1
London Branch: 95 Pimlico Street, S.W.1

.....
MIDLA
WORC
SALON
RYLAN
Ryland
Tel: Edg
DERBY
KAYS
Ashbou
Tel: Der
LANC
H. WO
Altcar V
Tel: For
LEICE
SHIRE
PETER
PRICE
New St
Tel: Earl
LOND
MIDDLE
HAMS
NIGH
Wester
Tel: BAT
NORT
THEA
Low Ro
Tel: Sun
24-hour
NOTT
SCOT
Wollato
NOTT
Tel: Not
Grams:
CAMB
NORF
WELC
Granta
.....

DI

WIN
Phon



RANGEABILITY
RELIABILITY
SERVICEABILITY

ATKINSON SALES & SERVICE

MIDLANDS:

**WORCESTERSHIRE, WARWICKSHIRE,
SALOP, STAFFORDSHIRE
RYLAND GARAGE, LTD.**

Ryland Street, BIRMINGHAM
Tel: Edgbaston 4501-5 Grams: "Diesel", Birmingham

DERBYSHIRE:

KAYS (DERBY) LTD.

Ashbourne Road, DERBY
Tel: Derby 40681

LANCASHIRE and ISLE OF MAN:

H. WOODWARD & SON, LTD.

Altcar Works, FORMBY, Lancs.
Tel: Formby 630

LEICESTERSHIRE, NORTHAMPTON-

SHIRE, OXFORDSHIRE, SOKE OF

PETERBOROUGH, RUTLANDSHIRE:

PRICE'S (EARL SHILTON) LTD.

New Street, EARL SHILTON, Leicester
Tel: Earl Shilton 3321/2/3 Grams: "Lorries", Earl Shilton

LONDON, ESSEX, HERTFORDSHIRE,

MIDDLESEX, BEDFORDSHIRE, BUCKING-

HAMSHIRE, KENT, SURREY, SUSSEX:

NIGHTINGALE ENGINEERING CO. LTD.

Western Lane, Nightingale Lane, LONDON, S.W.12
Tel: BATtorsea 2193/4/5/6 24-hour service

NORTHUMBERLAND and DURHAM:

THEATRE GARAGE

Low Road, SUNDERLAND

Tel: Sunderland 58282/3 Grams: "Reliance", Sunderland
24-hour service

NOTTINGHAMSHIRE, LINCOLNSHIRE:

SCOTTS OF NOTTINGHAM LTD.

Wollaton Works, Lambourne Drive,
NOTTINGHAM

Tel: Nottingham Deer Park 221/3

Grams: "Thoscott", Nottingham

CAMBRIDGESHIRE, HUNTINGDONSHIRE,

NORFOLK, SUFFOLK:

WELCH BROTHERS (CONTRACT) LTD.

Granta Terrace, STAPLEFORD, Cambridge

SOUTH-WEST ENGLAND:

DEVON, CORNWALL, GLOUCESTER-
SHIRE, SOMERSETSHIRE, WILTSHIRE,
DORSETSHIRE

COVENTRY & JEFFS LTD.

Stafford Street, Bedminster, BRISTOL 3

Tel: Bristol 6-4661 (4 lines)

YORKSHIRE:

COMBERHILL WAKEFIELD GARAGES LTD.

Olympia Garage, Ings Road, WAKEFIELD

Tel: Wakefield 6051

SCOTLAND:

ATKINSON VEHICLES (SCOTLAND) LTD.

Carlisle Road, Airdrie

Tel: Office & Night: Airdrie 2881 Service & Spares: Airdrie 2882

SOUTH WALES:

CARDIGANSHIRE, CARMARTHENSHIRE,

PEMBROKE and WEST GLAMORGAN

J. & P. BEVAN LTD.

Clarence Terrace, Swansea

Tel: Swansea 52142 Grams: Bevan 52142 Swansea

SOUTH WALES:

EAST GLAMORGAN and MONMOUTH-

SHIRE

ROSS GARAGES (SALES) LTD.

Penarth Road, CARDIFF

Tel: Cardiff 24671 (5 lines) 24-hour service

HEREFORDSHIRE, BRECKNOCK and

RADNOR

PRAILLS (HEREFORD) LTD.

Holmer Road, HEREFORD

Tel: Hereford 4221/2/3 Grams: "Prails", Hereford

24-hour service

NORTHERN IRELAND:

G. G. J. WALSH

616-622 Springfield Road, BELFAST

Tel: Belfast 32266/7

CHESHIRE and NORTH WALES:

TRANSPORT VEHICLES

(WARRINGTON) LTD.

N.C.M. Buildings, Birchdale, APPLETON, Cheshire



HOME DISTRIBUTORS

Note: All agents can supply factory reconditioned
units, spares and accessories.

Atkinson Vehicles Limited

WINERY LANE · WALTON-LE-DALE · NR. PRESTON · LANCs

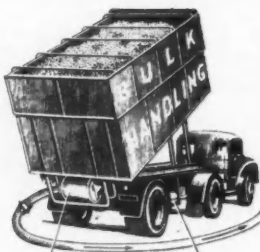
Phone: PRESTON 84284-5-6-7

MODERN BULK HANDLING EQUIPMENT

The Callow system of 'piped-in' feed saves an enormous amount of time, cuts out much arduous labour—and ensures that feed is delivered in excellent condition.

**FOODSTUFF IS PNEUMATICALLY
PIPED DIRECT FROM LORRY TO
CUSTOMERS' STORAGE BINS**

Your lorries or trailers can be quickly converted by Callow into units which will 'pipe-in' feed and pellets to your customers' storage bins.



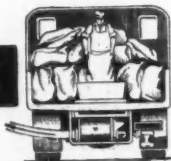
Blower Valve conveying material into air stream.

Displacement Blower driven by power take-off.



This equipment is ideally suitable for handling most types of foodstuffs—including flour, feed and pellets. It can be fitted to your own tipping vehicle which automatically feeds the Blower Valve as illustrated on the left or can be fitted to standard flat bodied wagons where, by means of a hopper fitted to the floor, the driver can simply empty the sacks into the Blower Valve, as shown, and from there the feeds are pumped direct to the farm bin.

**CALLOW CAN SUPPLY THIS
EFFICIENT SYSTEM NOW**



This equipment is of particular interest to Body-Builders, to whom Callow can be of assistance in meeting the specialised requirements of customers.

For full particulars apply to:

F. E. CALLOW

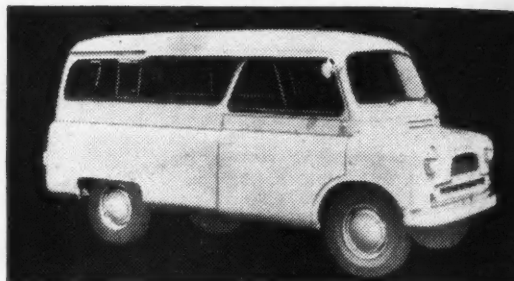
ENGINEERS' LIMITED
BIRCHILL RD., KIRKBY TRADING ESTATE
LIVERPOOL ENGLAND

Telephone: SIMONSWOOD 2461-2 *for fine milling*

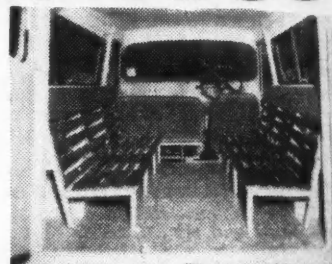
Manufacturers of the CALLOW
DUSTLESS MILLING SYSTEM, etc.

A14

MORE for your MONEY in the



BEDFORD WORKOBUS



More indeed! That's an understatement. Just look at what the improved WORKOBUS offers. There's a double bench seat next to the driver and longitudinal seating for 10 at the rear. More? There's also room for tools and light equipment. More? You save precious man-hours by getting workers from site to site more rapidly. More? You have the economical running of the Bedford Van. More? Well why not get full details and satisfy yourself that this is the right vehicle for your purpose.

**long wheelbase
£582**

**short wheelbase
£557**

also available on the Thames
15 cwt. and the Austin A152

Marlin
PIONEERS OF
THE ALL-PURPOSE
VEHICLE *Walter Ltd*

Dept. C.M., Utilecon Works, Folkestone
Phone: Folkestone 51844 Established 1773

ONE OF THE FAMOUS DORMOBILE RANGE

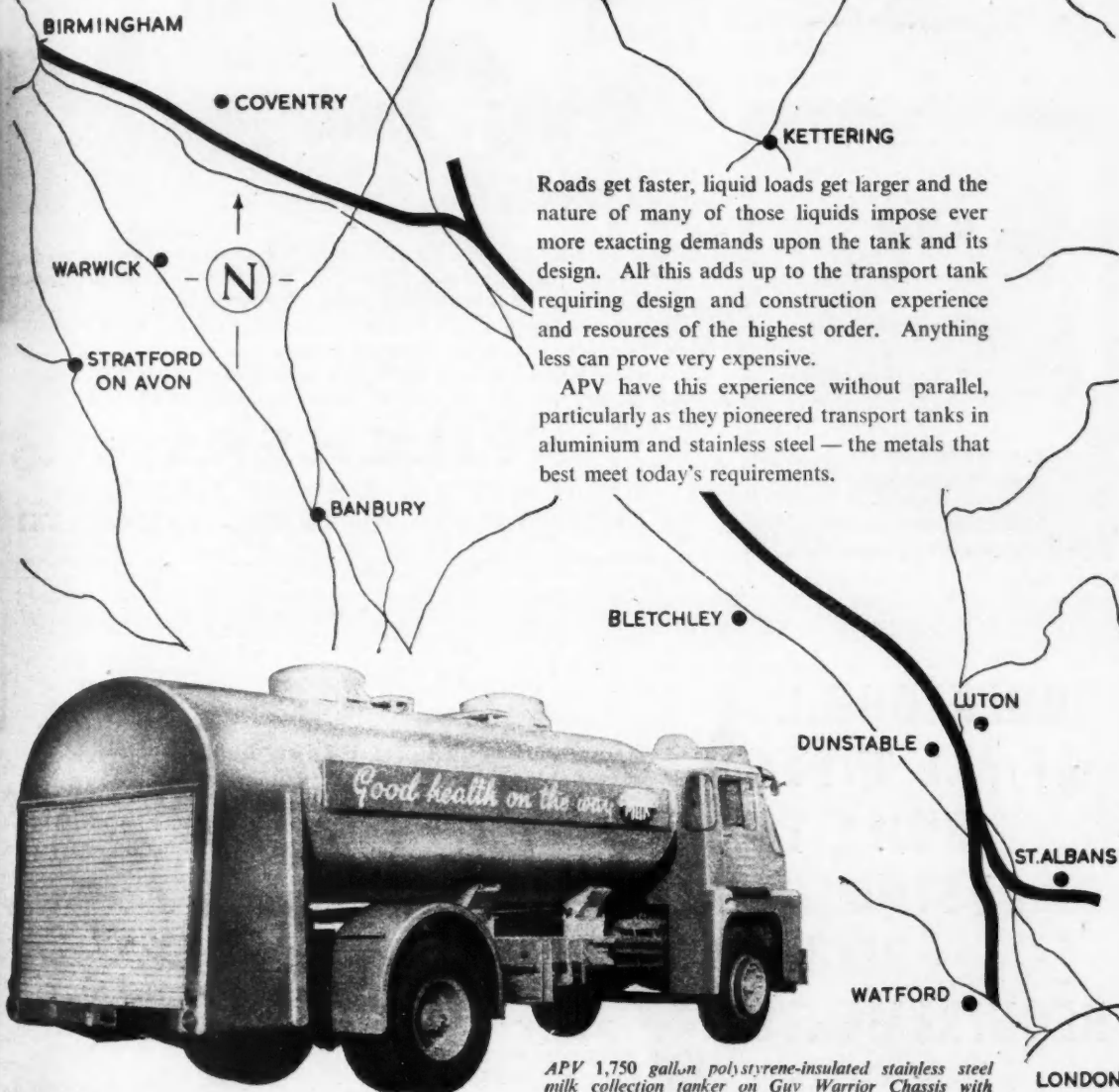
M
D
BIRM

WARW



THE
TELEPHONE

MODERN ROADS DEMAND MODERN TANKS



Roads get faster, liquid loads get larger and the nature of many of those liquids impose ever more exacting demands upon the tank and its design. All this adds up to the transport tank requiring design and construction experience and resources of the highest order. Anything less can prove very expensive.

APV have this experience without parallel, particularly as they pioneered transport tanks in aluminium and stainless steel — the metals that best meet today's requirements.

APV 1,750 gallon polystyrene-insulated stainless steel milk collection tanker on Guy Warrior Chassis with resilient blocks and aluminium mountings.

APV build aluminium and stainless steel tanks - to last

THE A.P.V. COMPANY LIMITED • MANOR ROYAL • CRAWLEY • SUSSEX

TELEPHONE : CRAWLEY 1360.

TELEX : 8737.

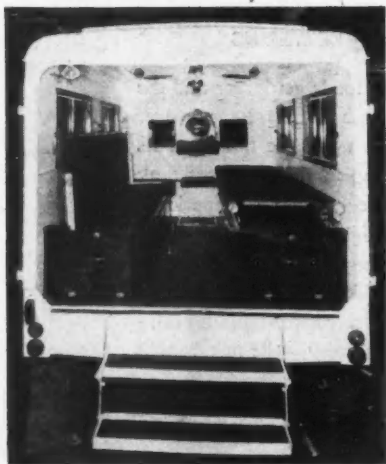
TELEGRAMS: ANACLASTIC, CRAWLEY

A15

THE SERIES II CROSS-COUNTRY AMBULANCE

ON THE LAND-ROVER 109"
WHEELBASE 4 x 4 CHASSIS

As approved by the ROVER CAR CO LTD



This up-to-date all-metal ambulance incorporates the latest aluminium alloy construction techniques to combine toughness with comfort, and has all the mobility and tenacity afforded by a four-wheel drive.

The design provides for two stretchers and an attendant, one stretcher and three sitting cases, or six sitting cases.

Features include built-in wash basin with water supply, fully insulated body for tropical use, and adequate locker accommodation.

PILCHERS

AMBULANCE AND MOBILE UNIT BUILDERS

314 KINGSTON ROAD · WIMBLEDON · LONDON · SW20

Telephone: LIBerty 2350 & 7058

BULK BODIES OF ALL TYPES BUILT TO CUSTOMERS SPECIAL REQUIREMENTS

Advisory service available
covering all makes and types of
chassis—rigid or articulated.



WT/8598

BARFITT MULTI-PURPOSE VEHICLE

Handles bulk or bagged loads.
Pneumatic or gravity discharge
(pneumatic loading optional).
Incorporating easily-
stowable partitions for
divided loads.



BULK BODIES STANDARD 12 TON BEDFORD/ SCAMMELL ARTIC

The body illustrated is an
ALLOY container for
carrying bulk or bagged
loads. Other designs
are available and can
include pneumatic, central
gravity, or tipping discharge.



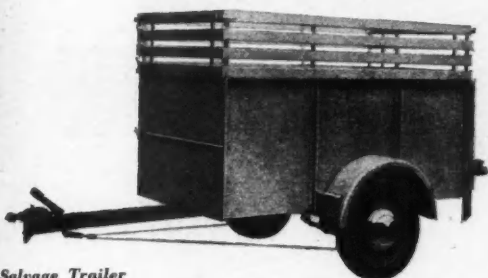
BARNARDS of STOWMARKET

O. G. BARNARD & SONS LTD., STOWMARKET, SUFFOLK. Phone: STOWMARKET 621

Names that carry weight!

BROCKHOUSE

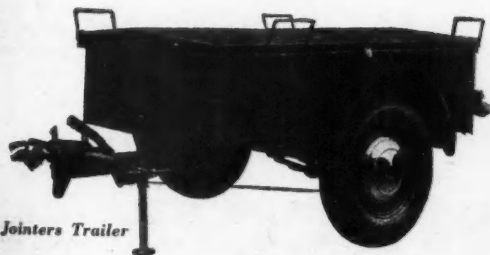
LIGHT TRAILERS



Salvage Trailer

Brockhouse heavy trailers and semi-trailers have been well known and well liked for many years in the field of road transport. It may not be quite so widely known, however, that we are also designers and manufacturers of numerous smaller two-wheeled trailers satisfying much lighter transport requirements. Those illustrated here are but two examples of our contribution to public service in the municipal field alone. We are constantly dealing with enquiries for light trailers of all types and where unable to offer a suitable vehicle from our comprehensive range of designs are usually in a position to cater for customers' specific requirements.

We shall be pleased to forward literature covering our standard light general purpose trailers—capacities 7 cwt. to 20 cwt.—and other models typical of our range of manufacture, upon request to Wheeled Vehicles Division.



Jointers Trailer

J. BROCKHOUSE & CO. LTD.

Wheeled Vehicles Division

VICTORIA WORKS · WEST BROMWICH · STAFFS

Telephone: Wednesbury 0243

LEWIN

ROAD SWEEPING EQUIPMENT



Mechanical Orderly

Lewin sprinkler-sweeper-collectors are the choice of go-ahead cleansing authorities not only in this country but in many parts of the World. The range of sweepers offered includes the 'Universal' pedestrian-controlled model (with 3' 3" sweep, the Tractor Drawn airfield sweeper, the compact and highly manoeuvrable 'Mechanical Orderly' highway sweeper and the long-range, heavy-duty 'Sweepmaster' designed and developed for county road cleansing. The main feature of all Lewin sweepers is their simplicity of operation combined with remarkable efficiency and comparative ease of maintenance.

A brochure describing these machines in detail is available upon request to Lewin Road Sweepers Ltd.

KEEP YOUR EYE ON THE ROAD

The new 16 mm. sound and colour film describing Lewin equipment is available on free loan from the address below.



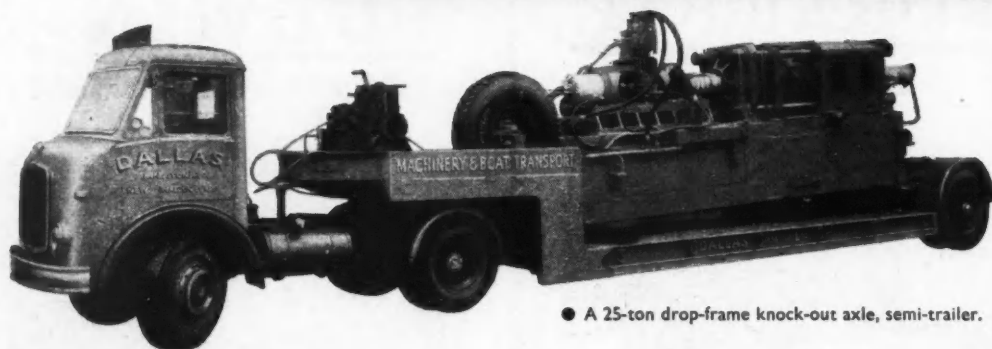
Sweepmaster

LEWIN ROADSWEEPERS LTD.

MARKET
STOWMARKET 621

Get the low down on

LOW LOADING



● A 25-ton drop-frame knock-out axle, semi-trailer.

EAGLE
TRAILERS

WILL GET DOWN TO YOUR PROBLEMS

Over 50 years' experience in manufacturing standard and specialist types of bodywork for low-loading trailers and semi-trailers does enable us to get right down to the problem of low loading. If you have a problem of low loading transport, our technical experts will be pleased to advise you without obligation.

EAGLE ENGINEERING CO. LTD., P.O. BOX No. 43, EAGLE WORKS, WARWICK

Phone : WARWICK 126/7/8

Subsidiary Companies: J. F. Buckingham Ltd., Precision Engineers, Eagle Lane, Warwick Road, Kenilworth; Always Welding Ltd., Steel Fabricators, Ashe Works, Ash, Nr. Aldershot

LAMINATED SPRINGS

TO SUIT ALL TYPES OF VEHICLES

AN UP-TO-DATE QUOTATION MAY
BOTH SURPRISE AND PLEASE



T. HARRISON & CO (LEEDS) LTD.

LAMINATED SPRING MANUFACTURERS

KIRKSTALL ROAD, LEEDS, 3

Cables :
SPRINGS, LEEDS

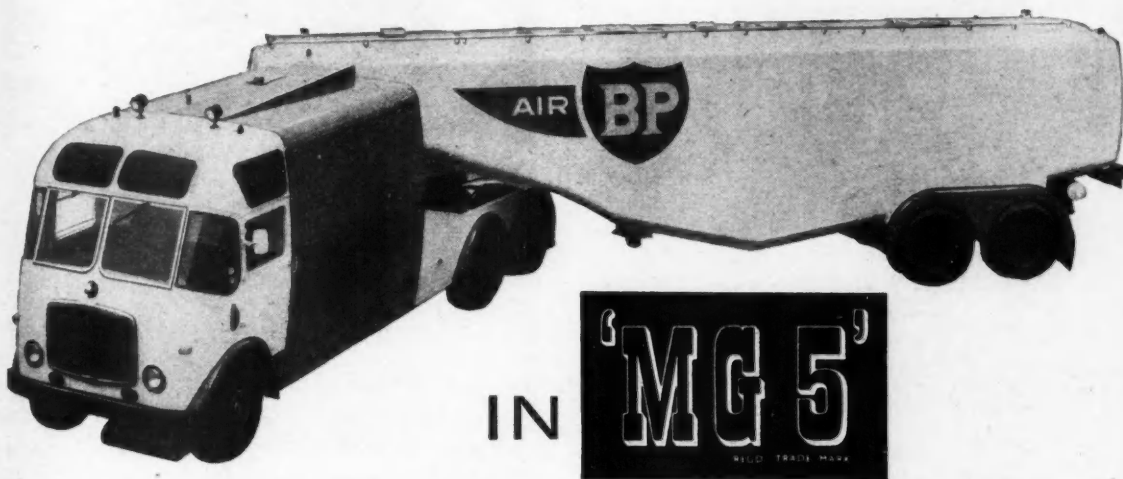
Phone :
34545/6 LEEDS

AGENTS

ADEN, BURMA, CEYLON, COLOMBIA, GHANA, HONG KONG, INDIA, INDONESIA, IRAN, JAMAICA, KENYA, KUWAIT, MALAYA, MAURITIUS, NIGERIA, NORWAY, PAKISTAN, PERU (AND ALL LATIN-AMERICAN COUNTRIES), SIAM, SINGAPORE, SUDAN, TRINIDAD, VENEZUELA.

SUPER TANK

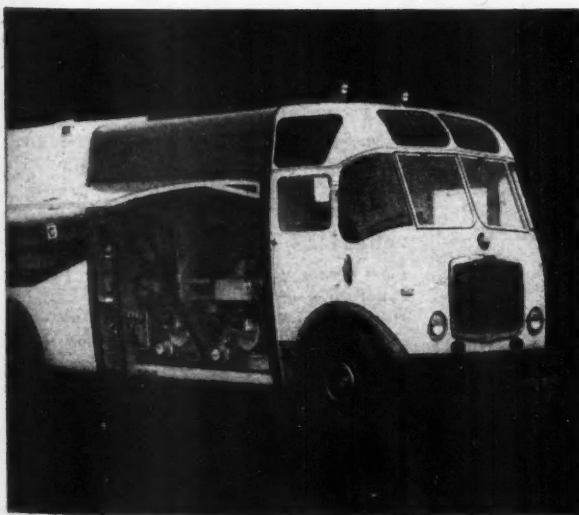
for a Super Fueller



This highly-advanced 10,000 gallon semi-trailer tanker is specifically designed for rapid, efficient refuelling of aircraft. In fabricating its all-welded fuel storage tank, James Booth 'MG5' aluminium alloy sheet and plate were employed throughout. The light weight, ease of welding, excellent corrosion-resistance, and strength of 'MG5' were

all factors in its choice. Deadweight has been kept to a minimum and the welded tank structure can easily withstand the heavy loads imposed, stresses remaining well within the fatigue range of the material.

Our Technical Sales Section will gladly advise on the use of 'MG5' or any other Booth light alloys.



TOP The 'Yorkshire' Super Fueller, designed and built by Saunders-Roe (Anglesey) Limited, for BP Trading Ltd. is suitable for carrying aviation gasoline or kerosene fuels. Argon shielded arc process was employed in welding the 'MG5' tank structure. It is divided into three compartments, and its overall measurements are 37 ft long, 8 ft 9½ in deep, and 7 ft 10½ in wide.

LEFT The Super Fueller is powered by a 165 b.h.p. diesel engine which is also used to pump the aviation fuel at flow rates of over 2 tons per minute. Pumping and metering equipment are housed in the compartment behind the vehicle's cab.

JAMES BOOTH ALUMINIUM LIMITED
KITTS GREEN · BIRMINGHAM 33

Tel: STEchford 4020

Extrusions, large forgings, plate, sheet, strip, tubes and wire in light alloys

SBT 170

A19

everything points
to **FILON**



*the new flat sheeting
for rooflights and panelling—*

FILON translucent sheeting, made from fibre glass reinforced polyester resin, is a strong, lightweight, virtually indestructible material of special interest to the body builder. It passes up to 85% of light and is an ideal roofing material for all kinds of vans and pantechnicons where visibility aids loading and unloading.

FILON has uniform strength throughout because it is made by a continuous process. This also enables flat sheet to be ordered in any length required for panelling purposes. FILON is easy and cheap to work and fix, and can be sawn, filed, nailed, drilled, using ordinary carpenter's tools. Write for full details.

N.B.— If you are extending your shop, install FILON rooflights. Available in flat sheet or in standard profiles to match corrugated iron, aluminium or asbestos sheeting.

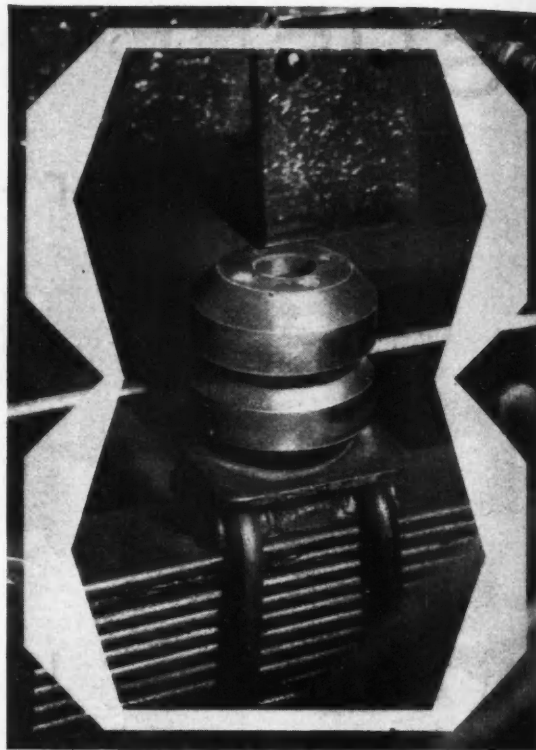
FILON

**STRUCTURAL
SHEETING**

strong light translucent

B.I.P. REINFORCED PRODUCTS LTD

STREETLY WORKS · SUTTON COLDFIELD · PHONE: STREETLY 2411



Commer TS3 front installation

The Proved Method of Composite Springing with **AEON HOLLOW RUBBER SPRINGS**

Provides a smooth variable suspension rate at low cost - Improved vehicle ride - Reduced spring breakage - No maintenance - Easy installation - Replaces conventional Helper springs.

AS USED BY:

Manufacturers: Atkinson Vehicles Ltd - Brockhouse Ltd - Carrimore Six-Wheelers Ltd - Douglas Equipment Ltd - Eagle Engineering Co. Ltd - E.R.F. Ltd - Fodens Ltd - Herbert Lomas Ltd - Scammell Lorries Ltd

Fleet Owners: Barton Transport Ltd - Bradford City Transport - Hovis Ltd - Huddersfield Joint Omnibus Committee - L.C.C. Ambulances - North Thames Gas Board - Shell International Petroleum Co.

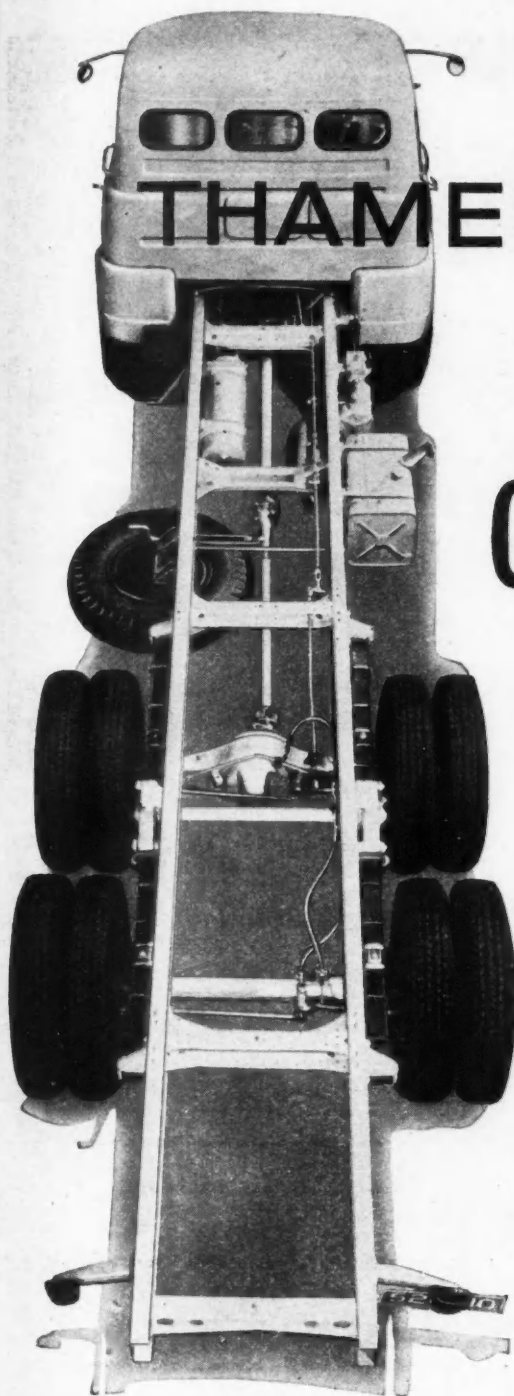
Special Kits available for:

Albion - Bedford - B.M.C. - Commer - Dodge - Ford - Land-Rover - Leyland

Write or phone now for details:

AEON PRODUCTS (LONDON) LTD
665 FINCHLEY ROAD, LONDON, N.W.2

Telephone: HAMpstead 9072



THAMES TRADER *AND*

COUNTY 6x2!

Ford Motor Company Ltd. and County Commercial Cars Ltd. now jointly offer a six-wheel trailing axle version of the Thames Trader—gross vehicle weight of 15 tons. Features of this valuable addition to the Thames Trader range include all the advantages of Trader—can-take-it toughness and Trader versatility . . . good weight balance . . . tight turning circle—plus increased wheelbase (160" and 182" versions) and less ton-mile costs with higher payloads (up to 15 tons gross remember!).

Standard equipment for this version is the 6 cylinder diesel or petrol engine; four-speed gearbox and rear axle with 7.2:1 ratio. Optional extra—two-speed rear axle.

For more details of this hard-working, money-earning 6 x 2, contact your nearest Ford Dealer, or write direct to:

**TWIN REAR
AXLES
BY COUNTY**

**THAMES TRADER
CHASSIS BY
FORD**

**COUNTY COMMERCIAL CARS
(SALES) LIMITED
FLEET • ALDERSHOT • HANTS**

YEWCO TANKERS

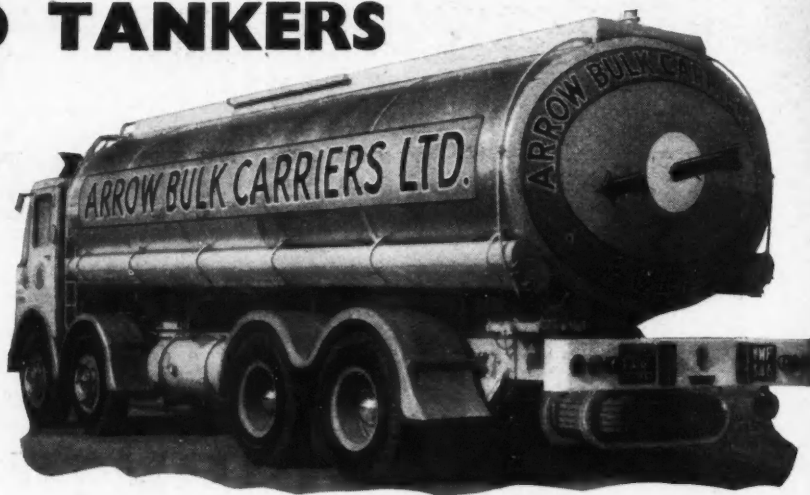
DESIGNED AND
MANUFACTURED

in

MILD STEEL
STAINLESS STEEL
ALUMINIUM

also

ALL TYPES OF
LINED TANKS



1,500 gallon general purpose
dispenser

4,000 gallon, 2-compartment stainless steel Tank. Insulated



Consult

**YORKSHIRE ENGINEERING
& WELDING CO. (Bradford) LTD.**

DEPT. C.M., FRIARS WORKS, BRADFORD ROAD, IDLE, BRADFORD

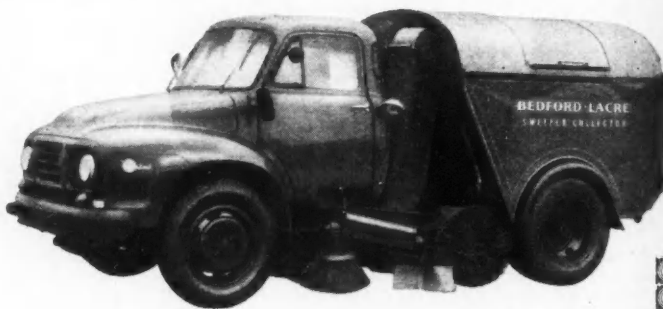
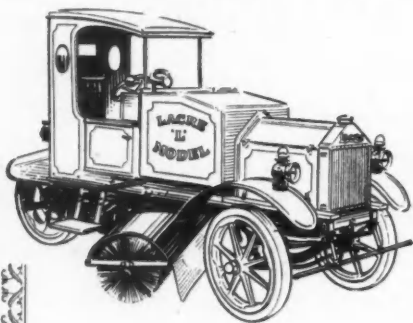
Phone: Idle 470 (4 lines)

Grams: Yewco, Bradford

1910

FIFTY YEARS OF UNEQUALLED PUBLIC SERVICE

1960



Lacre sweeper-collectors

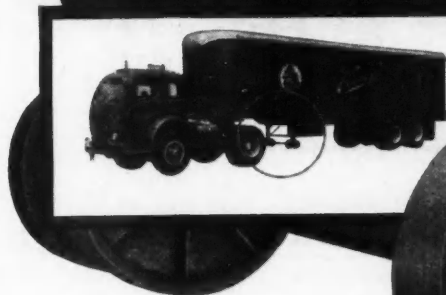
The first Lacre sweeper appeared in 1910 and revolutionised street cleaning; today the Bedford-Lacre is meeting an ever-increasing demand and proving itself to be the ideal sweeper-collector in hundreds of municipalities the world over.

for sheer value in every way, the Bedford-Lacre is unique

LACRE LTD. • HATFIELD ROAD • ST. ALBANS • HERTS • Tel: 55471

NEW TRAILERS?

Specify DAVIES LANDING GEARS



Here's why...

Davies Vertical Lift Landing Gears are constructed to give prolonged efficient service, with maximum safety, easy operation and negligible maintenance expenses.

Carefully machined robust cast leg housings scientifically webbed and strengthened to transmit safely high loadings direct from the trailer chassis.

Davies Vertical Lift Landing Gears ensure greater off-loading stability with firm 4-point support to the trailer frame.

Only Davies can offer all these features

- Extension lengths to suit all trailer heights.
- Three types of axle bases, either rigid, rubber mounted, or steerable.
- Oil filled inner mechanism for ample lubrication of jack nut and screw.
- Prepacked roller and ball race thrust bearings.
- Thick section solid drawn support tubes.
- Solid cast dolly wheels. Twin supports to even loading.
- Permanently attached retractable operating crank for easy stowage without fear of loss.
- Two speed gearboxes available for all models as an additional item.

DAVIES MAGNET WORKS LTD

LONDON ROAD · WARE · HERTS

WARE 489

MORE AND MORE REPEAT ORDERS RECEIVED FOR SPECIALISED BODIES BY JENNINGS

This Removal Van body, together with the many other types of bodies which we construct, has proved so successful that we are continually receiving repeat orders from companies who have learnt for themselves the enormous advantages that these precision-built bodies offer.



1,450 cu. ft. Removal Van mounted to Dennis Pax Chassis



★ ESTABLISHED 1764

J. H. JENNINGS & SON LIMITED

MOTOR BODY BUILDERS, SANDBACH · CHESHIRE · Telephone: Sandbach 262/3/4

THE *Raybestos* SERVICE

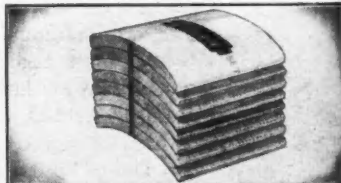
TRADE MARK REGISTERED THE RAYBESTOS CO.



Brake Lining Sets



Clutch Facing Sets



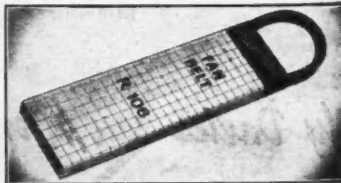
Heavy Duty Brake Sets



Girling and Lockheed
Replacement Brake Shoes



Borg and Beck Clutch Plates
and Release Bearings



Fan Belts

available from

Telephone: WATERLOO 7031/4 & 3842/7

Raybestos



STOCKISTS

RAYBESTOS-BELACO LTD · EVERITE HOUSE · SOUTHWARK ST · LONDON S.E.1

There's more profit in your B.M.C. vehicles with



GENUINE PARTS

REPLACEMENT UNITS

FACTORY-TRAINED MECHANICS

TECHNICAL SERVICE

APPROVED ACCESSORIES

SERVICE VOUCHER PLAN

When you purchase a B.M.C. vehicle there is behind you a vast organization—the biggest in Europe—to give you the fullest and most immediate maintenance you can get, B.M.C. Service. All Replacement Units are "as new" and warranted for 12 months, and no trouble is too great either for your B.M.C. Dealer or for B.M.C. Service Ltd., to keep your vehicles running efficiently and earning profitably.



B.M.C. SERVICE LIMITED, Cowley, Oxford



The
HALLMARK
of
SUPERB
BODYWORK

Representing all that is best in
STYLE, QUALITY and SERVICE-
ECONOMY in the design and
construction of distinctive
vehicle bodies.

We would appreciate the
opportunity to quote for your
requirements.

ACORN 0033



-by
STRACHANS

of course!

STRACHANS SUCCESSORS LTD, NORTH ACTON, LONDON, W.3

A26

THESE POSITIONS NOW OPEN AT

YORK TRAILER COMPANY LIMITED

*Britain's fastest growing
trailer manufacturer*

- **SERVICE MANAGER, LONDON** A position of considerable scope and responsibility for a man with experience in the operation of a service depot. Must be of managerial calibre, age 30-40, of good education and personality. Should live convenient to East London.
- **ESTIMATOR** To assume responsibility for material and labour systems of welded steel fabrications and commercial vehicle bodywork. Must have engineering background and be capable of working without supervision from specifications and drawings. Some knowledge of incentive bonus system is desirable, but not essential. Age 25-40.
To live at Corby, where new house will be made available.
- **SALES REPRESENTATIVE, LONDON** For a young man not over 40 with a proven sales ability, this could be a rewarding and progressive position. Previous experience of commercial vehicle sales is not essential, but would be an advantage.

YORK is a young, growing Company, providing unusual scope for personal advancement. Salary policies are progressive. There is a contributory pension and insurance plan.

We are always glad to hear from people who feel that their abilities can fit into our Organisation.

Please write, in strictest confidence, stating telephone number if possible, to:

F. W. Davies, Managing Director
YORK TRAILER COMPANY
LIMITED
CORBY, NORTHANTS

OPEN AT

ITED

wing
er

GER,
derable
an with
service
ore, age
onality.
don.

espons-
tems of
mercial
neering
working
ons and
centive
essential.

house

TIVE,
ot over
ould be
osition.
vehicle
be an

ny, pro-
dvance-
ressive.
surance

ple who
nto our

stating

ector
NY

S

PARTICULAR PEOPLE



IN A PARTICULAR BUSINESS

LIKE



CARMAN

specify..

ANDREWS BROS TANKERS

CARLTON WORKS • REGENT STREET • LIVERPOOL 3 • Telephone: CENTRAL 0664 • Telegrams: STAINLESS, LIVERPOOL 3

BOALLOY^{REGD.}



Another Boalloy achievement!
Fibreglass cabs and tank
shroudings built for the Salt
Division of I.C.I. Ltd.

Specify Boalloy bodywork—
Britain's leading industrial
concerns do.



★ THERE'S A BOALLOY BODY ON EVERY ROAD IN BRITAIN!

BOWYER BROS. (CONGLETON) LTD.

WEST HEATH - CONGLETON - CHESHIRE

Telephone : 3733/4

Get on to GIBBS

for **AUSTIN**
the economical Commercial Vehicles



Diesel or Petrol

Feltham 6644
(5 lines)



Feltham 6644
(5 lines)

Longbridge House
Bedfont, Feltham, Middlesex

DISTRIBUTORS IN MIDDLESEX
MAIN PARTS STOCKISTS

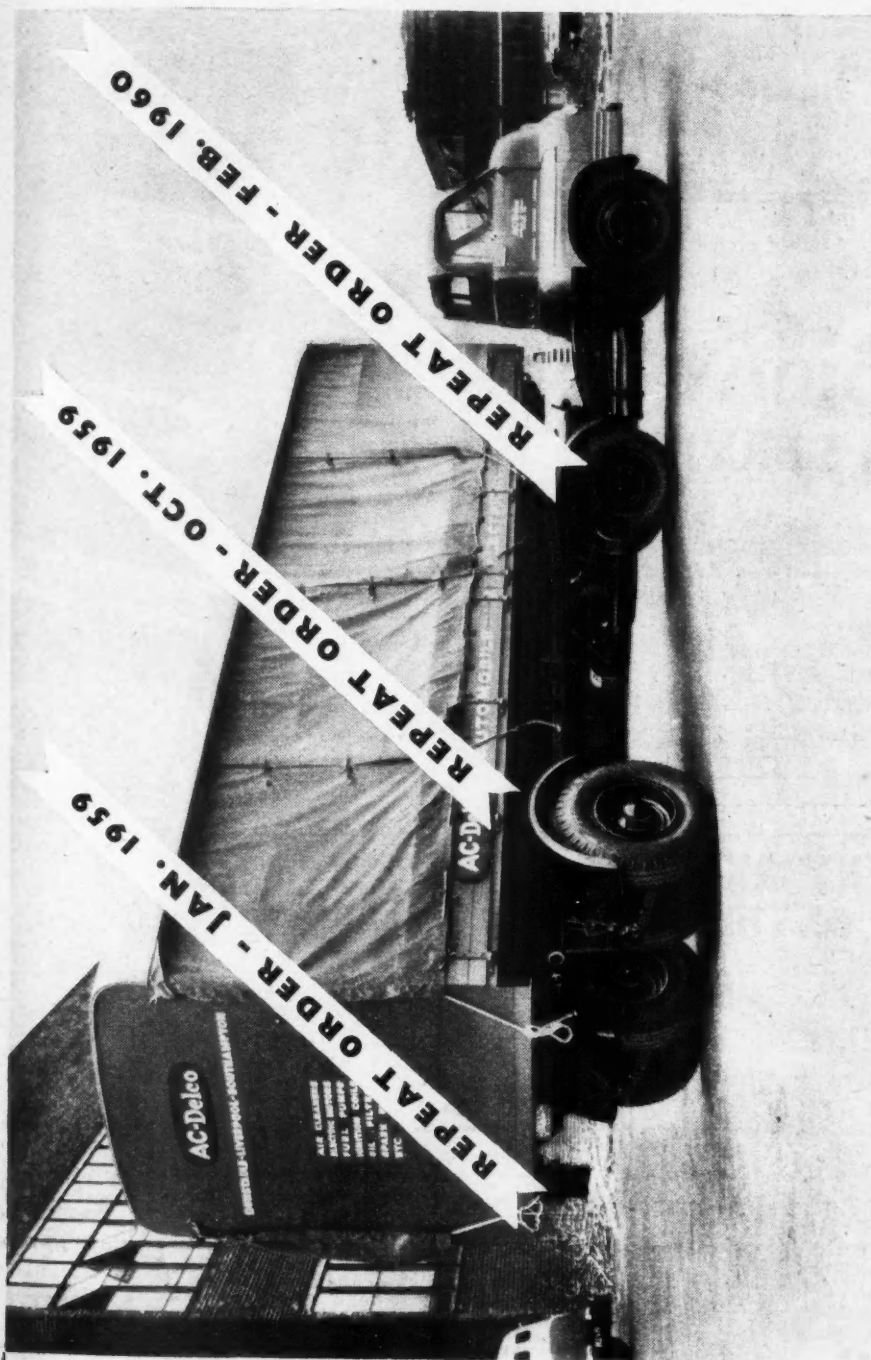


If it's a
WINCH
you want
why not buy one
of the well known
THOMPSON
LIGHTWEIGHT WINCHES

... from our range of well proved lightweight winches, both
power and hand operated from $\frac{1}{2}$ ton to 10 ton capacity

THOMPSON BROS (ENGINEERS) Ltd
Archery Works, Archery Road, London, S.E.9

Telephone: ELTham 5522/3



AC-DELCO Division of General Motors Ltd.
prefer FOUR-IN-LINE for Bedford Traction



BRITISH TRAILER COMPANY LIMITED

LIVERPOOL: Graham Works,
Kirkby Industrial Estate,
Simonswood 2126.

LONDON: 39 Charterhouse Square,
E.C.1. Telex No. 2-3184,
MONarch 4270 & 4279.

HEAD OFFICE: Phoenix Works, Richmond Road, Trafford Park,
Manchester, 17 Telex No. 66-250,
TRAfford Park 0865. Grams: TruAntrak, Manchester Telex.

TRY
SPARSHATT'S
FOR
Albion
SPARES SERVICE

LONDON: 108 BELLENDEN ROAD
PECKHAM, S.E.15
PHONE: NEW CROSS 2939

SUSSEX: BOGNOR BRIDGE
CHICHESTER
PHONE: CHICHESTER 4154

ALSO at PORTSMOUTH—SOUTHAMPTON and RYDE, I.O.W.

**THE REGENT AXLE
CO. LTD.**

P.O. BOX 25
ROSSENDALE ROAD
BURNLEY, LANCs.

MANUFACTURERS OF
"REGENT" AXLESHAFTS,
CROWN WHEELS AND
PINIONS, REPLACEMENTS
WITH A WORLD-WIDE
REPUTATION FOR
QUALITY

Phone: BURNLEY 7623/7



LINDLEY
FOR
BOLTS
NUTS
SET SCREWS

C. LINDLEY & CO. LTD.
Head Office
ENGLEFIELD ROAD, LONDON, N.1
Telephone: CLIsold 0643 (5 lines)* Telegrams: BEAUVOIR, NORDC, LONDON



NO ROAD

..FOR A DRIP-PAST A

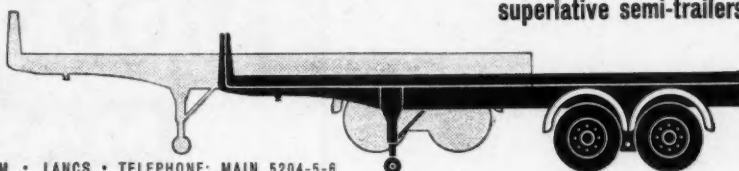
GENUINE **Jubilee** REGD. TRADE MARK
WORM DRIVE HOSE CLIP
The Finest Clip in the World

L. ROBINSON & CO. (Gillingham) LTD.
LONDON CHAMBERS, GILLINGHAM, KENT TEL: 51182/3

Cut costs with



BODEN TRAILERS LIMITED • ROYTON • OLDHAM • LANCs • TELEPHONE: MAIN 5204-5-6



superlative semi-trailers

INDEX TO ADVERTISERS

COLOUR ADVERTISEMENTS

Name	Page
A	
Albion Motors, Ltd.	Colour 1
C	
Cape Asbestos Co., Ltd., The..	Colour 7
Cary, William E., Ltd.	Colour 20
C.A.V. Ltd.	Colour 17
Clayton Dewandre Co., Ltd. ..	Inside Back Cover
Cummins Engine Co., Ltd.	Colour 9
F	
Firestone Tyre & Rubber Co., Ltd. ..	Colour 8
Fodens, Ltd.	Colour 10

Name	Page
Ford Motor Co., Ltd.	Front Cover
G	
Girling, Ltd.	Back Cover
Guy Motors, Ltd.	Colour 13
I	
India Tyre & Rubber Co., Ltd. ..	Colour 14 & 15
L	
Leyland Motors, Ltd.	Colour 5
Ley's Malleable Castings Co., Ltd. ..	Inside Front Cover
Lomas, Herbert, Ltd.	Colour 16

Name	Page
M	
Morris Commercial Cars, Ltd. ..	Colour 11
P	
Pilot Works, Ltd.	Colour 6
Pirelli, Ltd.	Colour 2 & 3
R	
Ransome & Marles Bearing Co., Ltd. ..	Colour 4
REDeX, Ltd.	Colour 18
Regent Tyre & Rubber Co., Ltd. ..	Colour 19
S	
Southern Forge, Ltd.	Colour 12

ORDINARY ADVERTISEMENTS

Name	Page
A	
Aeon Products (London), Ltd. ..	20
Aerostart	31
Andrews Bros., Ltd.	27
A.P.V., Co., Ltd., The	15
Atkinson Vehicles, Ltd.	13
B	
Barnard, O. G. & Sons, Ltd. ..	16
B.I.P. Reinforced Products, Ltd. ..	20
B.M.C. Service, Ltd.	25
Boden Trailers, Ltd.	31
Booth, James, Aluminium, Ltd. ..	19
Bowyer Bros. (Congleton), Ltd. ..	28
Boyes, W. J., & Son, Ltd.	98
Boys, Henry, & Son, Ltd.	61
British Belting & Asbestos, Ltd. ..	61
British Flettner Ventilator & Equipment Co., Ltd.	96
British Trailer Co., Ltd.	29
Brockhouse, J., & Co., Ltd.	17
Brown, H. C.	95
C	
Callow, F. E. (Engineers), Ltd. ..	14
Campbell Symonds & Co., Ltd. ..	96
Car Mart Ltd., The	66
Carrimore Six-Wheelers, Ltd. ..	11
Clayton-Wright, Howard, Ltd. ..	97
D	
Dagenham Motors, Ltd.	96 & 97
Darham Industries (London), Ltd. ..	8
Davies Magnet Works, Ltd.	23
Dennis Bros. Ltd.	9
E	
Eagle Engineering Co., Ltd.	18
E.R.F. Ltd.	5
F	
Ferraris of Cricklewood, Ltd. ..	98
Ford Motor Co., Ltd.	21

Name	Page
G	
Gibbs, J., Ltd.	28
Gibson, John & Son	10
H	
Harrison, T. & Co. (Leeds), Ltd. ..	18
Holmes (Preston), Ltd.	6
I	
Imperial Aluminium Co., Ltd. ..	65
J	
Jennings, J. H. & Son, Ltd.	24
K	
Karrier Motors, Ltd.	1
L	
Lacre, Ltd.	22
Laystall Cromard, Ltd.	4
Lindley, C. & Co., Ltd.	30
Locomotors, Ltd.	63
M	
Mann Egerton & Co., Ltd.	12
Martin Walter, Ltd.	14
Matthews, H., Ltd.	96
Measham Motor Sales Organization, Ltd. ..	95
Mercantile Credit Co., Ltd.	64
Mitchell, L. A. (Motors), Ltd.	98
Multiwheeler (Commercial Vehicles), Ltd. ..	96
N	
Neale, James & Son, Ltd.	12
Normand, Ltd.	60
North Central Wagon & Finance Co., Ltd. ..	95
Northern Aluminium Co., Ltd. ..	2 & 3

Name	Page
P	
Patentools, Ltd.	31
Porris & Kestron, Ltd.	97
Peterborough Engineering Co., Ltd. ..	96
Pilchers (Merton), Ltd.	16
Primrose Group Sales	95
Pritchett & Gold and E.P.S. Co., Ltd. ..	10
R	
Raybestos-Belaco, Ltd.	24
Regent Axle Co., Ltd., The	30
Robinson L. & Co. (Gillingham), Ltd. ..	30
Ryland Garage, Ltd.	96
S	
Seetright Registers, Ltd.	97
Shell Chemical Co., Ltd.	95
Shell-Mex & B.P., Ltd.	59
Simmis Motor Units, Ltd.	58
Sparrhat, J. H. & Sons, Ltd.	30
Strachans Successors, Ltd.	26
T	
Taskers of Andover (1932), Ltd. ..	98
Telamite, Ltd.	8
Telehoist, Ltd.	62
Terry, Herbert & Sons, Ltd.	36
Thompson Bros. (Engineers), Ltd. ..	28
Transport Equipment (Thornycroft), Ltd. ..	32
Trojan, Ltd.	33
V	
Vauxhall Motors, Ltd.	57
W	
Watts of Lydney	96
Wastinghouse Brake & Signal Co., Ltd. ..	7
Y	
Yorkshire Engineering & Welding Co. (Bradford), Ltd.	22
York Trailer Co., Ltd.	28, 34 & 35

AEROSTART

FOR BATTERY ECONOMY

One quick burst into the air intake starts diesel and petrol engines instantly. Available from your local dealer, garage or Motor Factor.

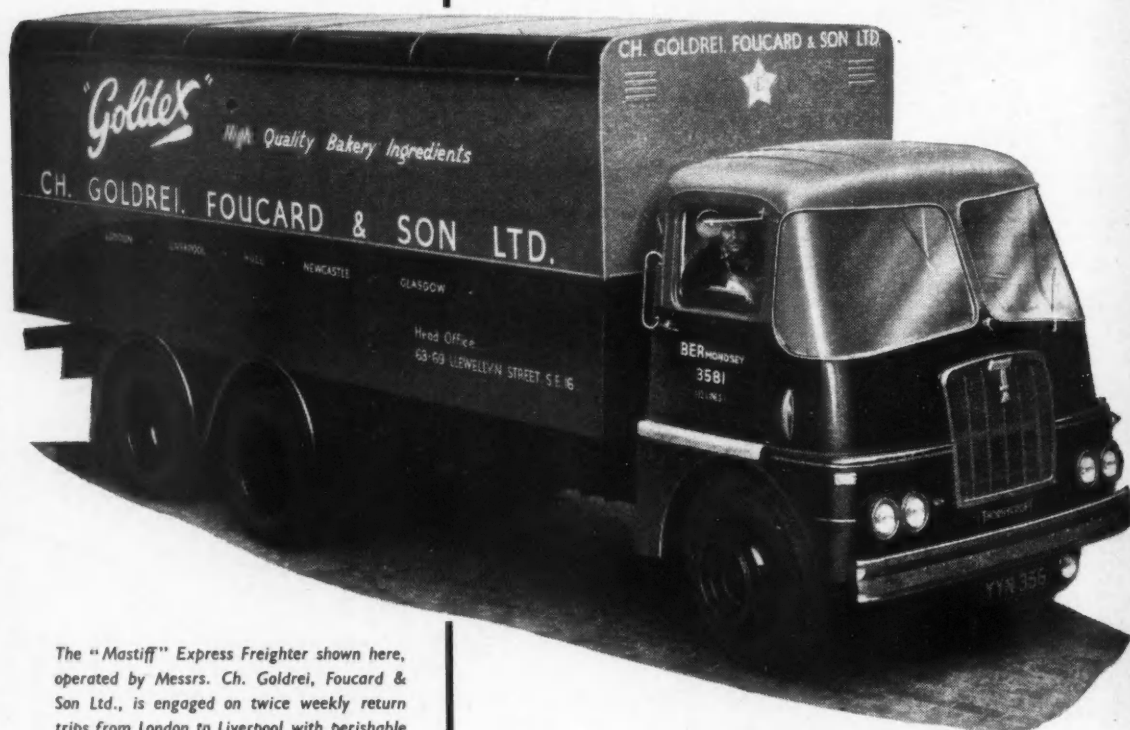


THORNYCROFT

MASTIFF

6x2

Express Freighter



The "Mastiff" Express Freighter shown here, operated by Messrs. Ch. Goldrei, Foucard & Son Ltd., is engaged on twice weekly return trips from London to Liverpool with perishable foodstuffs. It has a works-built cab and the body by Glover Webb & Liversidge, Ltd., is specially strengthened to withstand braking strain.

Acclaimed by the Technical Press as the fastest heavy duty goods vehicle in current production the "Mastiff" Express Freighter is ideally suited to the new Motorways. With the new styled cab, twin headlights, wide vision screen and above average driver comfort it stands alone as . . .

NOW in
2 wheelbases
15' 10½" and 17' 10½"
for body lengths
up to 24' 0"
and
20 tons G.V.W.

TO-DAY'S VEHICLE FOR TO-MORROW'S ROADS

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED, BASINGSTOKE, HANTS.

London Office: THORNYCROFT HOUSE, SMITH SQUARE, S.W.1.

Basingstoke 1200

Abbey 8000

Comfort = Safety

THIS year marks a notable step in the progress of the Lorry Driver of the Year Competition. Three additional eliminating centres at strategic points bring to 15 the total number of local rounds, and some 150 finalists, who have proved their skill in keen rivalry, may be expected to appear at Fort Dunlop, Birmingham, on September 18. The amenities offered at Fort Dunlop far exceed those available at any past final, and the national organizing committee of the competition are planning a spectacle with a strong public appeal that will do justice to the competence of the contestants.

The competition is, of course, designed to promote road safety, primarily by increasing the standard of skill of drivers, but secondarily through optional maintenance examinations which some of the eliminating centres hold to determine the best-kept vehicle. At the final this year safety will be attacked from a third direction, through a contest to determine the cab which makes the greatest contribution to the comfort, convenience and safety of the driver. This event is entirely separate from the Lorry Driver of the Year Competition, and the points awarded will have no bearing upon the success of contestants in the driving tests.

It is rightly thought that a well-designed cab increases safety by removing discomfort and distractions from the driver, and by making his work as easy as possible. The award for the best cab will go to the operator, and there is a proposal for a supplementary trophy to be presented to the driver who makes the greatest improvement in his cab in the interests of safety.

It is to be hoped that the attention focused on cab design will stimulate manufacturers to offer improved products and encourage operators to provide extra items that make for increased efficiency. The winning cab will not necessarily be the most expensive, for the emphasis will be more upon practical appointments than on superlative finish.

Judges will take into account such matters as vision to the front, side and rear, the efficiency of direction indicators, ease of access to the cab, adequacy of heating, ventilation and demisting, accessibility of switches and other subsidiary controls, seat adjustment, condition of doors and windows, and the provision of safety-promoting extras.

The Illogical British

ALTHOUGH the Welfare State has spent hundreds of millions of pounds on looking after children and expectant mothers, in raising the standard of the nation's health and providing services for the disabled, Britain lags behind many other developed countries in the elementary matter of hygiene in refuse collection. Dustless collection is widely practised on the Continent, but the local authorities in the United Kingdom who have adopted it can be counted on the fingers of one hand.

Because of a lack of demand, British manufacturers have had little encouragement to sink capital in the design and production of complicated, but completely hygienic, refuse vehicles, and most of the bodywork of this type in use in the United Kingdom is of Continental origin. This is a sad commentary on the attitude of local authorities towards their responsibility for safeguarding public health.

On the other hand, less hygienic kinds of vehicle are available in a variety almost too wide to be justified by the size of the market and the specialized nature of the equipment. This need to satisfy the whims of individual authorities must inevitably be reflected in cost, as bus operators have in recent years been forced to admit. Municipal bus undertakings have now come to accept a greater measure of standardization in vehicles

Editor:
A. E. SHERLOCK-MESHER

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Proprietors:
TEMPLE PRESS LIMITED

Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:
Bowling Green Lane, London, E.C.1.
Telephone: Terminus 3636.
Telegrams: "Pressimus London Telex."
Telex: 23839.
Cables:
"Telex 23839=Pressimus London."

Branch Offices:
Bayliss House, Hurst Street, Birmingham.
Telephone: Midland 6616.

50 Hertford Street, Coventry.
Telephone: Coventry 27414.

1 Brazemose Street, Manchester.
Telephone: Deansgate 6114-8.

12 Renfield Street, Glasgow.
Telephone: Central 1413.

Annual Subscription Rate: £3 10s.
U.S.A. and Canada: \$10.00.

© Temple Press Limited, 1960. The proprietors will consider any written requests to reproduce articles and illustrations appearing in this journal. Comment and brief extracts which acknowledge The Commercial Motor are permissible.

in the interests of economy, and public cleansing departments might well think on similar lines.

The main impediment to the growth of dustless refuse collection in Britain is, of course, finance. Small local authorities cannot afford to buy vehicles costly in themselves, but made even more expensive by the necessary provision of special dustbins. If they combined with their neighbours to set up a joint cleansing service, the cost could be spread over a far greater number of rate-payers, and the provision of a hygienic system might be economically justified. In London, in particular, the multiplicity of individual cleansing departments seems to be indefensible, but is probably the main reason why the hub of the Commonwealth still clings to primitive methods. What Birmingham does today, London may never do.

End of a Threat

FOUR-FIFTHS of Labour voters at the last General Election were opposed to further nationalization, says a report by Dr. Mark Abrams on an inquiry into British political attitudes. Moreover, nearly half of the Socialist supporters believed that the nationalization of the railways had been a failure. If this is an accurate reflection of political thinking—and there is no reason to suppose it is not—the possibility of the renationalization of road haulage should have been removed.

In the public estimation, State control of the railways has failed because it has not stabilized fares and charges. By contrast, since free competition was introduced into road haulage, rates have dropped by about 25 per cent.

Bird's Eye View

When We Were Very Young

IN any industry the formative period is one which is regarded with the greatest affection. For many Midlanders Tom Walkerley's feature in *The Commercial Motor* on May 27 will have struck a nostalgic note.

His mention of the fabulous Mr. O. C. Power, who was director and traffic manager of Midland "Red" up to the time of his death during the war, caused one of my colleagues to recall how his own interest in road passenger transport was first kindled by Mr. Power's enthusiasm. They met on the Birmingham committee of the Roads Improvement Association, of which my colleague was then the youngest member and the Midland "Red" chief one of the oldest.

O.C.P. was an all-rounder who was just as much at home at a cycling dinner as he was among public transport people. Free from any suspicion of partisan outlook, he put in great work for the cause of safe driving. As a young man he rode horseback every Sunday morning when it was his duty to tour his company's stables and see that the motive power was having due care at the week-end. His mount was "on the firm," but whether it had more menial duties during the week history does not relate.

All Lit Up

FLAMES came out of the top of the main rig in the Ferodo test-house the other day. As a temperature of 2,200° F. had been reached on the surface of the pads on trial, the outcome was not surprising. The brake disc turned red with the intense friction, and then yellow at a temperature of 2,000° F., but the test was completed without signs of fade.

The occasion was the assessing by Mr. Donald Campbell of control systems to be used on the "Bluebird," with which he

B2

Men Who Make Transport—37

WHY are public cleansing officers so dedicated to their vocation? What is it about refuse that engenders so much enthusiasm? Who better could answer these questions than Mr. Herbert Milnes Ellis, M.B.E., who next week will be installed as president of the Institute of Public Cleansing? When I put them to him he did not reply immediately. Like most Yorkshiremen, he is not the kind of man who rolls platitudes off the cuff. But while we talked of many other things—architecture, gardening, traffic problems, labour difficulties—he was turning my questions over in his mind.

Suddenly he said: "I think one of the reasons why the cleansing officer is such an enthusiast is that he is a big user of transport, and transport is infinitely varied and satisfying in its scope. Apart from that, public cleansing is, perhaps, more a business undertaking than any other branch of local government. Salvage has a strong appeal to business instincts. And refuse reflects social history. So, all in all, it's an absorbing subject."

As he talks he radiates enthusiasm. The family doctor who forecast that Mr. Ellis would not live long enough to attend school made the biggest mistake of his career. But, even when he was proved to be wrong, he recommended a sedentary occupation for young Herbert. As a result, in 1923, Mr. Ellis answered an advertisement for a junior in the cleansing department at Blackpool, where he had been brought up and educated. With three others he attended for interview—but only he arrived on time, and he was given the job. Seven years later he passed the Testamur examination of the Institute of Public Cleansing. He will not deny that fortune smiled on him. Just before

Herbert Milnes Ellis

the examination department answers.

In 1933 to be known as Heysham.

cleansing In 1938 cleansing transport national dut officer. A Mr. Ellis and cleansing longest-serving counsel is

To say of Public doctor who in his ear to the station distant to medical p surely be president his vitality

He first the Institute North W Institute f been hono

By The

Temporal

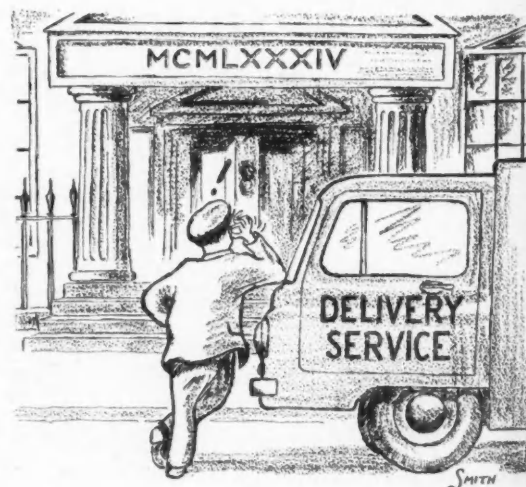
THE breezy missed at Year Competi co-ordinator of his acting as an the competition He will contin committee, an permanently los

Lone Furr

THE way of C.C.C. Ca travelling arou concrete mixer pointed out to direction indica flashed together "prospects" ha I hope Mr. indifference, be

Two-way

ALL too ofte preclude a W. E. Holmes himself a flexib in his Rolls-R system. By th with his office, "An order f have paid for The company in January, 195



Mr. H. M. Ellis

ted to their
engenders
uld answer
I.B.E., who
Institute of
he did not
e is not the
But while
gardening,
urning my

ms why the
s a big user
d satisfying
is, perhaps,
branch of
to business
o, all in all,

mily doctor
enough to
career. But,
omended
as a result,
or a junior
ere he had
others he
time, and
passed the
Cleansing.
Just before

the examination he spent a week visiting other cleansing departments and the experience he gained supplied the answers to three of the oral questions.

In 1933 he became works foreman (shortly afterwards to be known as cleansing superintendent) at Morecambe and Heysham. Two years afterwards he was organizing a new cleansing department at Walton and Weybridge, Surrey.

In 1938 another opportunity offered and he was appointed cleansing superintendent in charge of the cleansing and transport department at Birkenhead, to take on the additional duties during the war of Civil Defence transport officer. Another creative job became available in 1946 and Mr. Ellis returned to the south to form a new transport and cleansing department at Bristol. He is now one of the longest-serving senior officers in the city and one whose counsel is sought in negotiations with trade unions.

To say that he has taken an active part in the Institute of Public Cleansing is a gross understatement. If the doctor who forecast his early demise could see him now in his early fifties, dictating minutes in a car on the way to the station or airport en route for a meeting in some distant town or foreign country, the reluctance of even the medical profession to admit an error of diagnosis would surely be overcome. And Mr. Ellis' year of office as president of the I.P.C. will make even greater demands on his vitality.

He first served on the council of the London Centre of the Institute in 1937. He has since been a member of the North Western Centre, on the General Council of the Institute for about 20 years, and for the past 11 years has been honorary secretary of the examination board. He



Mr. H. M. Ellis enthusiastically tends his chrysanthemums.

has always taken a great interest in education and, apart from contributing several papers, has prepared a monograph for students on depots and workshops.

Could it be his influence that caused his private secretary to become one of the few women chartered secretaries in Bristol? He denies it, but there is no doubt that he takes a pride in aiding the advancement of his associates and his advice is often sought by cleansing superintendents.

He doubts whether the public cleansing service will ever attract university graduates, but he insists on the need for well-educated youths with sufficient technological qualifications. During the past 25 years the ratio of supervisory to manual staff in public cleansing has dropped sharply, with the result that the man at the top, or near it, needs a deeper and wider knowledge of all aspects of his vocation. A grammar school education, followed by technical training, is Mr. Ellis' recipe for the aspiring cleansing officer.

He confesses that it is the transport side of cleansing that appeals to him particularly. Consequently, he is fortunate in presiding over a department which, apart from being responsible for cleansing, supplies the transport for most of the other civic departments. It has involved him in the anxious intricacies of the carriage of royalty and Her Majesty's judges, but it has brought him into contact with a number of facets of human life which otherwise might have been closed to him.

The Institute's president-elect is a man of wide interests and sympathies. After years of patient searching he found a "cottage" in wooded country high above the gorge spanned by the Clifton suspension bridge, where he is able to indulge his passion for horticulture. He takes a special pride in his three grape vines, one of which has borne its first fruit. Although he is a north-countryman, he has a strong attachment to Bristol and speaks warmly of its achievements. The wines of Bristol he believes to be some of the best in the country. On reflection, I think he may be right.

A.E.S.-M.

B3

By The Hawk

Temporary Diversion

THE breezy personality of Mr. George MacAulay will be missed at eliminating rounds of the Lorry Driver of the Year Competition this year. New duties in his post as co-ordinator of Government transport at the Treasury prevent his acting as an invigilator at further rounds, although he saw the competition off to a flying start at Weymouth in April. He will continue to be a member of the national organizing committee, and his colleagues hope that they have not permanently lost the benefit of his pungent advice.

Lone Furrow

THE way of the pioneer is hard, as Mr. A. Gallimore, of C.C.C. Carriers, Ltd., has discovered. He has been travelling around Britain, demonstrating the giant C.C.C. mobile concrete mixer (*The Commercial Motor*, April 22), and has pointed out to each prospective customer that the four flashing direction indicators are connected up to enable them all to be flashed together in an emergency. Nine out of 10 of the "prospects" have shrugged their shoulders.

I hope Mr. Gallimore will not be discouraged by this indifference, because it remains an excellent safety feature.

Two-way Stretch

ALL too often things happen unexpectedly in business and to preclude any possibility of being caught unawares, Mr. W. E. Holmes, head of Holmes (Preston), Ltd., has forged himself a flexible link with his headquarters by the installation in his Rolls-Royce of a telephone connected with the G.P.O. system. By this means he can keep in direct touch not only with his office, but with his business friends.

"An order for one body," says Mr. Holmes, "and it will have paid for itself for a year."

The company set up a southern factory at Rochford, Essex, in January, 1959, and extensions are already in progress there.

course will
from which
e 400 m.p.h.
will bring it

dissipating
ke stopping



Mr. Muir Revokes Licence After Warning Operators

A HAULAGE company who disregarded a normal user on an A licence, and ignored a warning from the Licensing Authority to carry only certain goods, had its licence revoked on Tuesday in London by Mr. D. I. R. Muir, Metropolitan Licensing Authority.

The company, Ash and Co. (Transport), Ltd., Hampton Hill, Middx, had two 7-ton platform vehicles on A licence, and the normal user was "fruit, flowers and vegetables from Egham Station and Hampton to Covent Garden and empties on return."

Mr. Ralph Cropper, who appeared for Ash Transport, pointed out that he received his instructions only last Friday, although the company had known of the inquiry for some time. He said that almost no defence could be put forward, except that the two directors of the company had been in "considerable ignorance" of licensing.

Normal User Unknown

Mr. C. E. Corby, a director of Ash Transport, said that he was first interested in the company about 18 months ago when he became a shareholder and director. He understood that "with an A licence, a haulier could carry any type of goods to any part of this country." He maintained that he had never heard of normal facility and normal user.

He went on to say that he was reminded when the licence had expired by an official from the Metropolitan Traffic Area, who also told him about the normal user of fruit, flowers and vegetables. The implication of this did not occur to him until a licensing inspector, who was looking through the company's log sheets at the end of last year, informed him that the vehicles were wrongly carrying certain goods.

Public Inquiry Adjourned

Mr. Corby said that the company then applied last February for an A licence, but this was refused. They then received a letter from the Licensing Authority, warning them that there would be a public inquiry in April of this year. This was, however, adjourned because the company's solicitor was ill.

Mr. M. H. Lewis, also a shareholder and director of Ash Transport, said that he had purchased the company in October, 1958. He paid £2,500 for "goodwill, the benefit of a licence, and two vehicles." Mr. Lewis added that with an A licence he also thought his company could carry any goods anywhere in this country.

He said that Ash Transport had never carried flowers, fruit or vegetables whilst he had been a director, but since he had been warned of the hearing, he had made a few inquiries and he thought it would be possible to obtain enough business carrying this type of goods. He added that they normally carried concrete units and machinery.

Mr. Muir then quoted an instance when the company wrongly carried certain goods even after his warning. and

Mr. Lewis replied that it was for a company with whom they had done business in the past and whom he did not want to let down.

Mr. Muir said that he had no option in this case and was going to revoke the licence. He added that the directors had been unfortunate in dealing with unscrupulous people in their business transactions, but he was convinced that they were "not so ignorant" as had been made out. They had persisted in carrying certain goods after firm warnings.

S. WALES BUS WAGE CONFERENCE

COMPANY busmen in South Wales are still dissatisfied over their wages. Because there is disparity between their wages and conditions and those of municipal workers, the South Wales and Border Counties Busmen's Council have asked union leaders to convene a conference to discuss the matter. It is to be held in Cardiff on June 14.

Two Years Jail for Bradford Haulier

A BRADFORD haulage contractor who had pleaded guilty to four charges of obtaining credit by fraud and one of obtaining credit when an undischarged bankrupt, and who asked for a total of 122 other offences to be taken into consideration, was sent to jail for a total of two years, at Leeds Quarter Sessions, last week. He was Kenneth Francis Smith, Silverhill Road, Bradford, Yorks.

Prosecuting, Mr. G. Gray said that more than £7,000 was involved in the offences. Smith had been adjudged bankrupt, at Bradford, in 1945, in an amount of £499. Early in 1959, he set up a transport clearing-house in East Street, Leeds, under the name of "K. Smith and Co." He had no vehicles of his own, but obtained contracts to move a considerable quantity of goods, usually sugar.

Smith was able to put in a most competitive price and got a great deal of work, and this he was able to subcontract at a very attractive price. Mr. Geoffrey Veale, Q.C., Recorder: "You mean, that is what he did. He could not make money." To which Mr. Gray replied: "Not if he was going to pay his debts."

Mr. Gray said that in one instance Smith had charged £2 8s. a ton for moving a large quantity of sugar from Bishop Auckland to Bristol, for which

Search by R.H.A. for the Ideal Immobilizer

RULES and conditions of a competition to discover the ideal immobilizing device for commercial vehicles will be published shortly by the vehicles security committee of the Road Haulage Association. A specification has been prepared.

Arrangements are being made to publicize the fund from which the Association will reward anyone who gives information leading to the conviction of a person who steals a vehicle belonging to an R.H.A. member.

The vehicles security committee are also discussing improved methods of screening drivers who may be called upon to handle valuable loads.

R.O.S.Co. WATCH PINK ZONE

TRAFFIC control arrangements on the lines of the Pink Zone in London will be watched by the Road Operators' Safety Council. They say in their report for last year, issued on Wednesday, that "it is evident that to permit ever-increasing numbers of private cars to pour without check into urban centres can only increase a potential source of road accidents."

They observe that the limitation of public service vehicles to 30 m.p.h. conflicts with the expressed object of clearways. They approve the limited use of the double-white-line system.

Of 112,994 drivers and conductors entered in the Council's competition for 1958, 78,106 received awards.

he was prepared to pay the haulage contractors £3 15s. a ton. In the submission of the prosecution, in view of the fact that Smith was doing work apparently for a small rate and offering to pay a very large one, the whole thing must have been criminal in intent.

Commercial Life Poisoned

It went on for long enough to poison the whole of commercial life, so far as road haulage was concerned, in the vicinity. The case had come to light largely as a result of a complaint by the Road Haulage Association, taken up by the two police officers in the case. After prolonged investigation, the case had been brought to court.

It was stated by police detective P. Howard that Smith, a married man with four children, had set up in business as a garage proprietor, in 1952. This had ceased to operate when he was sentenced to two years' imprisonment, at Bradford Quarter Sessions, for offences involving false pretences.

Following his discharge from prison, Smith had worked as a driver for British Road Services for four years, until September, 1957. He then obtained a position as haulage manager with a local garage company. A year later he started the clearing-house business.

The Recorder said that he regarded it as a bad example of dishonest trading.

A. for obilizer

a competition
immobilizing
icles will be
icles security
lage Associa-
een prepared.
g made to
ch the Assoc-
e who gives
conviction of
le belonging
committee are
methods of
e called upon

K ZONE

ments on the
e in London
nd Operators'
n their report
nesday, that
ermit ever-
ate cars to
urban centres
al source of

limitation of
0 m.p.h. con-
ect of clear-
mitted use of

conductors
competition for
ds.

aulier

the haulage
on. In the
n, in view of
doing work
and offering
whole thing
intent.

soned

gh to poison
fe, so far as
ned, in the
me to light
plaint by the
taken up by
case. After
case had been

detective P.
ed man with
business as
2. This had
was sentenced
at Bradford
ces involving

from prison.
er for British
years, until
obtained a
with a local
er he started

e regarded it
est trading.

Wisdom of Raising Fares Doubted: Charges Increased in Many Areas

DOUBTS about the wisdom of increasing fares in the face of diminishing passenger traffic were voiced at a meeting of Sheffield City Council last week. Commenting on the recent increase, Ald. Robert Colver said, "I am very dubious about the effects. From inquiries I have made it seems that more people are being driven away from public transport."

Ald. Sydney Dyson, chairman of the transport committee, pointed out that motor vehicle licences were being issued at the rate of 12,000 a year in Sheffield. One of the tragedies of the city's transport strike was that people got into the habit of sharing private transport and had never returned to the buses.

Fewer vehicles were now being operated during peak periods, reported Ald. Dyson. This had resulted from the change of working hours in some factories, but the position could be improved further if more staggering of working hours took place in industry.

Belfast Corporation have approved proposals of the transport committee to increase the 3½d. stage fare to 4d. The 4½d., 5½d. and 6½d. fares have gone up by ½d. and the cross-town fare by a similar amount, to 4d. The minimum 3d. fare is not affected by the changes which came into operation last week.

Dearer Season

Road and rail fare increases, which will become effective on June 27, were announced by the Ulster Transport Authority last week. Broadly speaking the changes will involve increases of 7½ per cent. on season tickets and freight rates. Fixed additions between ½d. and 6d. will be made to single and return fares.

Fare increases have been agreed in two major centres in Scotland. Rises proposed by the transport committee were approved, however, only by the casting vote of the Lord Provost, when the matter was considered by Dundee Council. The new scales will produce an extra £108,000 per year, subject to the Traffic Commissioners' approval, and the recent wage increases will cost £100,000 per year.

The minimum 3d. fare will now cover a journey of one mile instead of 1½ miles, and 1d. will be added to existing charges for each extra mile or part of a mile. Children's fares will go up from 2d. to 2½d.

Fare increases in Edinburgh have been approved by the Scottish Traffic Commissioners and will be operative from next Sunday. The new 3d. minimum will cover only two stages and the maximum charges will be increased from 7d. to 10d.

The transport and electricity committee of Newcastle upon Tyne is recommending increases in fares on trolleybuses and buses. They are also likely to consider abandoning trolleybuses at an early date.

The committee, which has stated that the recent wage awards will cost £162,000 annually, are also making provision for renewals, costing £250,000 annually, and

a further £500,000 to modernize the old Byker depot.

The revised fares structure, which will abolish the ½d. charge, will increase revenue by an estimated £328,000 per year.

East Yorkshire Motor Services, Ltd., who have lodged an application for fares increases, state that, if granted, the new fares will cover only half the cost of the new wages and conditions award. Single fares below scale will not be raised by more than 1d. and the maximum return fare will not be increased by more than 6d. Contract-ticket rates will be raised by 10 per cent.

Application for fares increases has been made by the Birmingham and Midland Motor Omnibus Co., Ltd. Proposals for urban fares will be based on the mileage scale used at the time of the last application. A separate scale will be used in respect of rural services.

Certain increases will be sought in respect of those single and scholars' return fares, at present below the scales, and workmen's and miners' return fares.

DESPERATE HAULIER FINED £30

A HAULIER who tried to change the identity of two lorries because one of his vehicles was out of action was fined £30 at Knutsford last week.

James Robert Evans, Town Lane, Mobberley, admitted to fraudulently using an Excise licence, using a lorry without third-party insurance, and using a vehicle without an Excise licence.

It was stated for Evans that in addition to having one lorry off the road he was having staff trouble at the time. He changed the identity of two lorries "in desperation."

C DRIVERS' WAGE INCREASE

NEW wage rates have been agreed for drivers of Schweppes, Ltd. Drivers, over 21 years of age, of vehicles up to 1 ton, will now receive £9 5s. per week. With no restriction on age, drivers of vehicles between 1 and 5 tons will receive £9 11s.; for vehicles between 5 and 8 tons, £9 17s.; in the 8-12 tons group, £10 1s. and over 12 tons, £10 5s.

Drivers of vehicles in excess of 15 tons, operated by the Co-operative Wholesale Society, have received an increase of 2s. per day.

£30m. CONTRACT FOR HUNGARY

A CONTRACT worth more than £30m. has been signed with the foreign trading company of Hungary for the supply of vehicles to Eastern Germany. Claimed to be the largest contract negotiated at the Budapest Trade Fair, it calls for 3,200 buses, 900 dumpers and 250 lorries to be delivered between 1962-65.

More Control Over Big Loads

UNDER proposals circulated by the Ministry of Transport to interested organizations, approval will have to be obtained from the Ministry for the transport of loads more than 14 ft. wide or 80 ft. long. Advance notice will have to be given to the police of the movement of any load that is itself more than 40 ft. long or with vehicle exceeds 75 ft. long. It is proposed to increase the speed limit of special-type vehicles from 5 m.p.h. to 12 m.p.h.

It will cease to be legal, without Ministry approval, to move engineering plant, such as cranes, weighing more than 150 tons, or measuring more than 80 ft. long and 20 ft. wide.

Used Lorry Before Licence Obtained

A MAN who admitted using a new lorry in his haulage business before he applied for a carrier's licence, was warned by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Carlisle last week, that he could have been prosecuted and had been in danger of losing his driving licence.

Mr. H. Cyril Brennand, Riverside, Maulds Meaburn, near Penrith, was applying to vary a limited B licence, to include one extra vehicle to carry lime in the six northern counties of England and South Scotland.

He admitted that he had used his new vehicle before making the application. Mr. Hanlon reminded him that he had warned him about a similar occurrence in 1954.

ROOTES' U.S. SALES DRIVE

A CAMPAIGN to sell "compact" commercial vehicles in the U.S.A. was launched by Lord Rootes, head of the Rootes Group, in New York on Tuesday. Prof. W. N. Breger, a leading American town planner, said that traffic congestion in American cities could be eased by the use of smaller vans and lorries. Large vehicles were often used for only 16-17 per cent. of their capacity.

Vehicles to be displayed at the British Exhibition, which opens in New York today, are described on page 635.

KENNINGS TO BUY DEALERS

ARRANGEMENTS have been made for Kennings, Ltd., to purchase the issued share capital of the Micklegate Motor Co., York, who are Morris-Commercial retail dealers. Mr. J. C. Walker will continue to be director and general manager.

FORTH BRIDGE APPROACH

A CONTRACT has been placed with an Edinburgh company to build the 3½-mile approach motorway to the Forth road bridge. Work will take about two years to complete.

Four Vehicles Run Since Refusal of A Licence: Hauliers "Frightened"

SINCE British Road Services applied unsuccessfully for an A licence for six articulated vehicles, to be based at Barnstaple (*The Commercial Motor*, March 11 and 18), they had been operating four vehicles loaned from another depot from that base on short-term licence.

Rivals Agree and Gain Grants

TWO rivals for the business of a bankrupt haulage company reached a compromise before Mr. J. A. T. Hanlon, Northern Licensing Authority, at Carlisle last week. Each was granted a licence, but, said Mr. Hanlon, if all the evidence had been heard he might not have granted anything at all.

Mr. William Smith and Mrs. M. A. Bell, both of Haltwhistle, were each making application for a B licence. Mr. T. H. Campbell Wardlaw, for Mr. Smith, said that his client's offer for the business of Messrs. Lewins and Barker, Gilsland, had been accepted by the Official Receiver, at Carlisle.

Mr. G. Blair, for Mrs. Bell, said she had already reached an arrangement with a finance company to purchase a vehicle which had been used, on hire, by Messrs. Lewins and Barker. She maintained that she was entitled to the use of it.

Mr. Campbell Wardlaw said Mr. Smith maintained that he should have full use of the whole business.

Mr. Hanlon said that he was prepared to consider licence conditions which would be common to both parties if they reached an agreement. He granted the applications on receiving undertakings from both the parties that this would be done.

DRIVERS' CONTEST: WHERE AND WHEN

DETAILS of the arrangements for several of the rounds of the Lorry Driver of the Year Competition have now been fixed. The Manchester contest on July 10 will start at Manchester City Football Club's car park, Kippax Street, Manchester, 14, at 8.30 a.m.

The Stoke round on July 17 will be held at the Chatterley-Whitfield Colliery, Tunstall, and vehicles will assemble at 9 a.m. at the Old Recreation Ground, Hanley.

The Newcastle upon Tyne contest on July 24 will take place at Brough Park Stadium, Fossway, beginning at 9 a.m. Entries close on June 18. The Plymouth round, also to be held on July 24, will start at 10 a.m. at Raglan Barracks, Devonport.

OBITUARY

WE regret to report the death of Mr. FRED FOXLEY.

Mr. Foxley was dealer relations manager of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. He joined the company in 1919 and had been with the sales organization since 1925.

B6

Mr. C. J. McDonald, Western Deputy Licensing Authority, was told this at Exeter last week, when B.R.S. made another application, this time to base four vehicles of 25 tons at Barnstaple.

Mr. R. C. Oswald, for B.R.S., recalled that at the previous hearing Mr. McDonald had suggested that the proper way to deal with the matter would be to delete the vehicles from the bases at Exeter, Newton Abbot or Bridgwater. This scheme had been tried, and Mr. R. J. Coles, B.R.S. Exeter branch manager, said that if the licence were granted they would transfer the vehicles from Exeter.

Earnings from Barnstaple, for the 16 weeks ended April 23, amounted to £13,419, added Mr. Coles. Told by the Deputy Authority that the private enterprise operators were frightened that B.R.S. would encroach on their preserves, Mr. Coles observed that the industry was a competitive one. He would give no undertaking that further vehicles would not be applied for in the future, if demand increased.

Since B.R.S. had operated from Barnstaple there had been an improvement of services to his company, said Mr. Robert Boyer, director of Torridge Vale Dairies. Business was improving and this would mean more work for B.R.S. and private hauliers, he said.

As no evidence had been presented from timber merchants and pulp mills, as at the previous hearing, Mr. T. D. Corpe, for 11 objectors, asked that in the event of a grant, the normal user be restricted to the traffic of people who gave supporting evidence. In any case a grant should be restricted to two vehicles, he argued.

Mr. McDonald accepted the point and awarded two vehicles, but the approved normal user was "timber and timber products, boats and equipment, agricultural produce and requisites, feeding stuffs, milk products, wool, machinery and leather, mainly southern counties, Midlands and South Wales."

NEW I.T.A. OFFICERS

THE following centre officers have been elected for the year 1960-61 by the Institute of Traffic Administration:—

Birmingham: Chairman, Mr. S. B. Bowskill, Vice-chairman, Mr. H. Richardson. Honorary secretary, Mr. J. S. Burdon.

London: Chairman, Mr. W. M. Bloomfield, Deputy chairman, Mr. F. W. Rushman, Vice-chairman, Mr. N. T. R. White. Honorary secretary, Mr. F. C. Simpkins.

Manchester: Chairman, Mr. J. D. Newton. Vice-chairman, Mr. H. Brown. Honorary secretary, Mr. S. Cumming.

Merseyside: Chairman, Mr. G. Patterson. Vice-chairman, Mr. W. J. Rogerson. Honorary secretary, Mr. A. H. Ellershaw.

Preston: Chairman, Mr. C. Griffin. Vice-chairman, Mr. J. Cocks. Honorary secretary, Mr. T. Hull.

East Midlands: Chairman, Mr. L. C. Harrison. Vice-chairman, Mr. W. French. Honorary secretary, Mr. J. Trundle.

Portsmouth: Chairman, Mr. H. N. Putman. Honorary secretary, Mr. K. G. Stone.

Men in the News

MR. A. H. THOMPSON has resigned his directorship of W. P. Butterfield, Ltd.

MR. D. MILLS has retired from the board of the Transport Development Group, Ltd.

MR. J. H. WILLIAMS, equipment manager of London Transport road services, retired yesterday.

MR. W. CULLEY, superintendent, Gateshead Transport and Cleansing Department for 17 years, is to retire.

CLLR. JAMES FINEGAN has been elected chairman of the Tees-side Railless Traction Board for the 13th successive year.

MR. ALBERT FERGUSON, assistant engineer of Belfast Transport Department for the past 10 years, has retired.

MR. E. G. H. POINTER has succeeded CDR. W. G. R. WADE as sales manager of the north-western division of Shell-Mex and B.P., Ltd.

MR. SYDNEY DUNNICLIFF, manager of the Northampton branch of B.R.S. (Parcels), Ltd., has been elected president of Rushden Rotary Club from July 1.

MR. G. H. PULFREY, general manager and engineer, Hull Transport Department, will be installed as the new president of the Hull Rotary Club next month.

MR. BERNARD A. CHRISTIE, managing director of I.T.D., Ltd., is visiting the United States of America and Canada for discussions with members of the Clark Organization and agents.

MR. T. C. BAILEY, industrial fuels sales manager of Shell-Mex and B.P., Ltd., retires at the end of the month. He will be succeeded by MR. E. RENDALL, north eastern divisional manager, whose position will be taken by MR. A. G. SIMON, sales manager, Irish Shell, Ltd.

MR. S. G. BELLAMY (Wessex Coaches, Ltd.) has been elected chairman of the western area of the Passenger Vehicle Operators' Association. MR. E. A. BAILEY (Queen of the Road Coaches, Bristol) and MISS V. GUNN (Safeway Services, Ltd., South Petherton) are vice-chairmen.

MR. P. H. A. MOUNT and MR. D. M. PEARSON, sales and works managers respectively, of the Mintex division of British Belting and Asbestos, Ltd., have been appointed to the board. MR. J. H. FENTON, personnel manager, and MR. C. M. FENTON, works manager of the asbestos division, have also joined the board.

MR. F. BURGGRAF, director of the U.S. Federal Highway Research Board, visits this country for three days from next Wednesday. He will present a paper, "The Merits of Limited Access Highways in Urban Areas," to the British Road Federation, at the Royal Society of Arts, John Adam Street, London, W.C.2, on June 17.

Crippling Bans May Follow Judge's Findings on Birmingham Proposal

WIDESPREAD trade-crippling bans on waiting vehicles in city streets may be triggered off by the publication, in Birmingham last week, of the findings of Judge A. H. Forbes, who conducted a public inquiry into Birmingham Corporation's proposed bans on parking in the city centre. His views evoked "dismay and disappointment" from the Traders' Road Transport Association, said Mr. L. Patrick, secretary of the West Midland Division.

Should the proposals be enforced, trade, commerce and industry would suffer greatly, he added. The standing committee on traffic regulations, comprising 23 representatives of local organizations, met on Wednesday to discuss the matter.

Since the corporation's plans were approved by the Judge, they have now only to be passed by the watch committee before coming into operation in August.

If finally approved, the 23 new traffic orders will ban parking, apart from loading and unloading, on the near side of streets in the main city centre from 8 a.m.-6 p.m.

More critically, it is felt, waiting bans will be imposed on the near side of 14 radial roads leading out of the city between 4.30 p.m.-6.30 p.m. on weekdays, and from 12 noon-2 p.m. on Saturdays. More parking restrictions in 13 other city streets, as well as at congested points outside the centre, are covered.

Only two classes of trader will obtain any relief from the restrictions. Newspaper vans and removal vehicles will not be affected.

In his report, Judge Forbes said: "I think it is impossible to form any estimate of the amount of loss and inconvenience that will result. I can only say, with unavoidable vagueness, that I think

it may be considerable, in spite of the fact that the hours of prohibition are short."

Referring to the serious and impressive objections raised by traders and distributors, the Judge said: "I have carefully considered whether I could make any recommendation that would be of assistance. But I regretfully find myself unable to do so, even in the case of distribution of milk and food."

Cases of special need and urgency could be dealt with by special permission, but the scheme must be applied generally or not at all, he stated.

Commenting on the situation, Mr. Patrick said last week: "Traffic problems obviously pose difficulties, but if priorities have to be introduced it is reasonable to suggest that the needs of business must come high on the list."

"They must rank at least equal with those of buses. Shops and business premises are completely dependent upon vans and lorries for their supplies. We still hope the council will see our point of view."

Unauthorized Operation Protected

LACK of enforcement of the law has given protection to unauthorized operation at the expense of licensed operators, it is stated in the annual report of the Passenger Vehicle Operators Association. Unfair and illegal operation is increasing and, up to the present, there is an attitude within the Government of almost complete indifference as to the results, it adds.

Hope that these problems will soon be solved is expressed, but in the meantime a number of recommendations have been made to the committee investigating rural services. Of prime importance, says the Association, is the need to abolish or considerably reduce the fuel tax.

Ready dispensation by Traffic Commissioners to allow operation of vehicles without conductors, a simplification of procedure for amendment and greater flexibility in the charging of fares, is also called for.

Repeal of that part of the Construction and Use Regulations relating to licensing concessions which allow 10-12-seater vehicles to be used as public service vehicles would be desirable. This should be coupled with a rigid enforcement of the present law to prevent the illegal

use of such vehicles, it is stated. Educational and other authorities, contractors and industrial concerns are referred to in this respect.

The present law should be more strictly enforced to prevent the sharing of private transport for hire or reward and ignorance of the law should be prevented by issuing a simple guide to all applicants for Excise Duty licences, it is suggested.

In the field of Continental coach operation the need, or otherwise, for jurisdiction to be exercised over the procedure in booking passengers, who join British coaches on the European mainland, continues to be considered. The desirability of international licences for different forms of operation is also being discussed by the international organization and the Government via the Inland Transport Committee of the Economic Commission for Europe.

Of membership, the report states that while the level has been maintained throughout 1959-60, few new members have joined. The national council considers that greater use could be made of the Association's inter-hiring list to give priority to members when vehicles are hired.

MUNICIPAL OPPORTUNITIES

Torquay Waterworks Committee wish to obtain a 10-cwt. van.

Lancashire Education Committee seek to acquire a Land-Rover.

South Shields Education Committee are to acquire a lorry and a van.

Bromley Corporation are advised to obtain three Harbilt orderly trucks.

Maidstone Corporation are to purchase a Thames van from Haynes Bros., Ltd.

Leamington Spa Highways Committee recommend that a Bedford-Lacre sweeper be obtained.

Padham Urban District Council are to purchase a refuse collector from G. W. Rushworth, Ltd.

Durham Rural District Council are to buy a refuse collector from the Minorities Garages, Ltd.

Sunderland Corporation are to obtain two Karrier Gamecock refuse collectors from Karrier Motors, Ltd.

Aberayron Rural District Council are to buy a Karrier Gamecock refuse collector from Messrs. James Teify.

East Sussex County Council are advised to acquire five fire appliances from Carmichael and Sons (Worcester), Ltd.

Eccles General Purposes Committee wish to purchase a Bedford van from Hills Garages (Manchester), Ltd.

Leicestershire Health Committee seek to acquire three Bedford and three Morris ambulances, and two Austin personnel carriers.

Newcastle upon Tyne Corporation are to obtain a Thames Trader 5-ton tipper and a 3-tonner from R. H. Patterson and Co., Ltd.

Newport (Mon) Corporation are to purchase two vans for ground maintenance. The health committee seek tenders for the supply of a sitting-case ambulance.

Blackpool Health Committee are to invite tenders for the supply of an ambulance. The fire brigade committee are considering the purchase of a tender. The transport committee wish to obtain a van.

Worthing Corporation are to purchase two Karrier Gamecock refuse collectors and three salvage trailers from Thos. Harrington, Ltd. The health committee wish to buy a Bedford 4-tonner from H. D. Steele and Sons, Ltd.

Sheffield Fire Brigade Committee are to buy a Morris 5-cwt. pick-up from Kennings, Ltd., and two Commer 15-cwt. vans and a personnel carrier from the Deighton Motor Co., Ltd. The health committee seek to acquire a Morris 15-cwt. van from Kennings, Ltd.

70 Chieftain Chassis For Malaya

A CONTRACT has been placed by the public works department of Malaya for 70 Albion Chieftain CH3AT tipper chassis. The contract, valued at more than £120,000, calls for the Leyland oil-engined chassis to be fitted with Edbro B. and E. three-way tipping gear. Dumper bodies of 6-cu.-yd. capacity will be fitted in Malaya.

More space between the front of cabs of Leyland Beaver 14B.10 tractors, and the fronts of attached semi-trailers will be provided as a result of modifications. This will give ample clearance for manoeuvring in confined spaces, especially when a 26-ft. long 12-ton semi-trailer is used.

The modifications will include mounting the spare wheel carrier horizontally under the frame within the wheelbase. The battery box will be mounted across the chassis frame immediately behind the cab with break-away couplings attached to it by brackets.

PROFIT AND LOSS

Hallam, Sleigh and Cheston, Ltd., £65,091 net profit after £61,876 tax. Year's dividend 17½ per cent.

Coventry Transport Department, £56,218 net profit after debt and other charges. Total income £1,666,920; total working expenses £1,514,613. Passengers 94.5m. (an increase of 3½ per cent.); mileage 9.6m.

Milk Board Criticized Over Issue of Contracts Without Publicity

THE Milk Marketing Board were criticized by Mr. L. H. Shelton, of the Eastern Traffic Area, acting for the North Western Deputy Licensing Authority, at Macclesfield last week, after he was told that contracts had been issued to operators without the usual advance publicity.

He learnt that in certain cases awards had been made to hauliers who did not have the requisite licensing strength. "If a public body requires transport it should see that its needs are notified in advance to the industry," commented Mr. Shelton.

The Board was supporting an application, by Mr. Edgar O. Stokes, Tarporley, near Chester, to add two vehicles of 5½ tons to his B licence, to carry milk for the Board in the Cheshire area. It was stated that at present the units were on short-term licences, which expired on June 30.

Another Vehicle's Earnings Included

During cross-examination by Mr. J. A. Dunkerley, for Mr. F. Pearce, Tattenhall, who objected, Mr. Stokes admitted that the earnings of an A-licensed vehicle, belonging to E. O. Stokes, Ltd., an associate organization, were included in the submitted figures. Occasionally this vehicle was used to carry milk when one of Mr. Stokes' own vehicles was not available, it was explained. To this Mr. Dunkerley said: "Mr. Pearce is an experienced milk carrier and has available facilities. In addition to this his base is only four miles away from you."

Mr. J. Woodward, secretary of E. O. Stokes, Ltd., said that his company's vehicles did not do regular work for the Board. Mr. Dunkerley contended that specific figures should have been produced in respect of the A-licensed vehicle, because as they stood they could mislead the Authority.

Mr. T. L. Watson, regional transport officer of the Board, said that since October 1, 1959, milk consumption in his area had increased by 15 per cent., but he admitted that he had never approached Mr. Pearce for haulage.

No Licence Especially for Indians

AN application, for a 1½-ton vehicle on B licence, restricted to the carriage of goods for members of the Indian and Pakistani community, particularly in Bradford, was made last week to Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, by Mr. S. D. Malik, Bradford.

The applicant stated that 95 per cent. of the members of that community could not speak English properly, and had difficulty when seeking transport to move their household goods from one part of the country to another.

He told of an Indian being driven from London Airport to Bradford, at a cost of £30, when he required transport only to the station in London. One supporting witness stated that if neces-

In 1953, Mr. Pearce had written to the Board offering them transport facilities if they were needed, said Mr. Dunkerley. In reply they said that his name would be kept on record, but that they had no need for his vehicles at that time.

Mr. Watson explained that he had been with the Board for less than three years and stated that no steps were taken to publicize the fact when they required more transport. Extra traffic was given to their regular carriers.

The case failed on the figures alone, said Mr. Dunkerley, in his final submission. The Milk Marketing Board were autocratic in their transport dealings, and when extra vehicles were needed they should have contacted Mr. Pearce as promised.

Mr. Shelton said that he was satisfied as to need for the two extra vehicles, but the figures had been misleading. If the Board advertised their requirements Mr. Pearce would have been able to tender for about 50 per cent. of the extra work. The existing short-term licence was extended for three months in respect of one vehicle, but the application, as made, was refused. This would give the Board time to secure tonnage with existing facilities, said Mr. Shelton.

GRANT FOR MORE MILK

A SUBSTANTIVE licence for milk delivery, which had been carried out with the aid of short-term grants for a period of four years, was made to James Gielty and Son, Bridge of Allan, by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week.

The application, for a vehicle of 3½ tons, was supported by the Scottish Milk Marketing Board, who claimed that increasing milk production demanded a second vehicle.

sary the court could have been filled with witnesses.

Mr. Malik told Mr. Randolph that the most useful work he could perform would not be within the Bradford locality because people were coming from Sheffield, Manchester and Birmingham. They were also moving from London to the north, as far as Glasgow.

Objecting, on behalf of British Railways, Mr. C. H. Beaumont said that it was an application based on an unusual principle. The licensing law did not provide for the limiting of a B licence on a principle of apartheid. He submitted that as the applicant admitted that railway facilities were available, there was no case to answer.

The application was refused, but Mr. Malik indicated his intention to appeal.

Micrograms . . .

More Zlotys: Increased investment in transport in Poland is proposed in a five-year plan to be started next year.

Swansea Office: A tyre and paint service warehouse has been opened by Brown Bros., Ltd., at Station Road, Fforestfach, Swansea.

Tyne Tunnel: Work on the Tyne Tunnel, which, with its approach roads, will cost £12.6m., is expected to begin next autumn.

Office Move: The Bolton office of the North Central Wagon and Finance Co., Ltd., has been moved to 79 Manchester Road, Bolton.

New U.S. Oil Engine: A 110 b.h.p. oil engine for commercial vehicles has been produced in America by the International Harvester Co.

No-passport Trips: Passengers to Paris, on the coach-air services of Skyways, Ltd., may now travel without passports on 24- and 48-hour trips.

More New Branches: Two new branch offices of the Yeoman Credit Co., Ltd., have been opened at 15 South Street, Farnham, Surrey, and 119 Northgate Street, Bury St. Edmunds, Suffolk.

Hexham Visit: The Jack Committee are visiting Hexham, Northumberland, today. They want to learn about people who have left the area or lost their jobs because of inadequate bus services.

New Fuels: The Regent Oil Co., Ltd., are now marketing two new petrols, known as Super and Supreme, which take the place of T.T. and 100 blends. Regular-grade Regent petrol is still available unchanged.

Regional Office Too: The office of the south eastern region of Petrofina (Great Britain), Ltd., will be located in the new headquarters building of the company, Petrofina House, York Road, London, S.E.1.

M.P.s Tunnelling: The committee of the Channel Tunnel Parliamentary Group hope to send a deputation shortly to the Minister of Transport to discuss conditions on which the construction of the tunnel might begin.

More Fare Increases: Maidstone and District Motor Services, Ltd., have applied to increase fares to meet the cost of the recent wage award, which will involve the company in additional expenditure of £230,000 a year.

Trucking Figures Grow: Inter-city truck tonnage in America, which rose from 52,800m. ton-miles, in 1939, to 290,000m. in 1959, is likely to reach a figure of 640,000m. by 1969, according to an authoritative estimate.

Index Available: The index for Volume 110 of *The Commercial Motor* (August, 1959-January, 1960) is now in print and available, on receipt of 4d. for packing and postage, from Temple Press Limited, Bowling Green Lane, London, E.C.1.

Carlisle Extensions: A second-storey office block at the tyre service station of Tyre Services (Carlisle), Ltd., Durranshill Industrial Estate, Carlisle, has been completed. An extension to the stores and casing inspection departments is to be built soon.

More Synthetic Rubber: The Goodyear Tyre and Rubber Co., Ltd., will build a £7m. plant at Beaumont, Texas, for the production of synthetic rubbers. Natsyn, a new type made from isoprene, and Budene, derived from butadiene, will be made.

B.R.S. Taste Their Own Medicine: Close Questioning by Objectors

FROM OUR OWN REPRESENTATIVE

WITNESSES supporting an application by British Road Services before Mr. Idris Owen, South Wales Licensing Authority, last week underwent close cross-examination. Local hauliers were treating the British Transport Commission to some of their own medicine, for the B.T.C. policy is strongly to contest South Wales hauliers' applications for additional vehicles, although industry in the area is expanding.

The Cardiff branch of B.R.S. sought to add 10 articulated outfits, not exceeding 90 tons unladen, to their A licence with a normal user of "general goods, Great Britain." Mr. J. R. C. Samuel-Gibbon, for B.R.S., who said that there were 101 vehicles with a carrying capacity of 1,183½ tons at Cardiff, claimed that during the past six months traffic had increased so much that they could not deal with it.

The maintenance programme was falling behind. Some 26 vehicles were overdue for maintenance by the end of 1959. The depot was now still further in arrears.

Vehicle revenue had increased from £413,735 in 1958 to £435,568 in 1959. Tonnage rose by 10,891 and mileage by 238,349. During the first quarter of 1960, there was a new rise of 9.5 per cent.

More Spent on Hiring

The cost of hiring B.R.S. foreign-based vehicles had increased from £119,000 to £127,000. Sub-contracting to independent hauliers had risen in value from £8,310 to £10,077. Vehicles had been off the road for maintenance for 2,714 days in 1959, which was inadequate, argued Mr. Samuel-Gibbon.

Questioned by Mr. T. D. Corpe, for eight independent objectors, Mr. C. Lewis, Cardiff branch manager, agreed that since the application was lodged in March, B.R.S. had continued to object to applications by independent hauliers on the ground that grants would cause an excess of facilities. He added that he did not know why British Railways were not objecting; although he agreed that the excess traffic would be suitable for them.

So far as he knew, there were no longer any delicensed vehicles of B.R.S. in South Wales. Although there were 11 customer witnesses, the main customers of B.R.S., Guest, Keen and Nettlefolds, Ltd., were not represented.

Mr. Corpe submitted that B.R.S. had

admitted, on the 1958 figures which showed average earnings of £4,137 per vehicle, that the fleet was not fully occupied. Indeed, schedules of availability were produced in support of objections, he observed. The 1959 increase produced an average of only £4,355 per vehicle, figures which barely indicated full use of the fleet.

At a recent application by Ross Garages, Ltd., who showed earnings of £7,000 per vehicle, B.R.S. had still pursued their objection to a grant of additional vehicles. Therefore, he claimed, an increase of 10 vehicles could not possibly be justified on a figure of only £4,355.

Mr. Lewis replied that although there were 46 eight-wheelers at the Cardiff depot, there were also many small collection and delivery vehicles. The figures of earnings were an average.

After hearing 11 witnesses, including representatives of Imperial Chemical Industries, Ltd., the Distillers Co., Ltd., Renold Chains, Ltd., and General Transit Services, Ltd., all of whom spoke of difficulties and delays. Mr. Owen reserved his decision.

LICENCE CHARGES REFUTED

CHARGES of operating a public service between Forres and Elgin, without holding a road service licence, were refuted by Mr. Frederick Simpson and Mr. Peter Simpson, Union Street, Roxhearty, at Elgin last week.

Mr. C. Macrae, for the operators, told Sheriff D. A. Guild, that the vehicle in question had been used on contract work. He claimed that no licence was required. No fares had been paid, Simpsons had received a fixed rate from the proprietor of a ballroom.

Decision was reserved.

More Vehicles for Meat Haulage

TWO out of four additional vehicles on a licence sought by McDonald's Transport, Broadsea Road, Fraserburgh, were granted in a deferred decision, last week, by Mr. A. Robertson, Scottish Deputy Licensing Authority, at Aberdeen. A vehicle operating under contract-A licence to Buchan Meat Producers, Ltd., is to be surrendered.

McDonald's Transport operate eight vehicles on the haulage of prime Aberdeenshire beef and poultry to London and other markets. Representatives of Buchan Meat Producers, Ltd., and Buchan Poultry Products, Ltd., said they were offering McDonald's larger tonnages, which they could not handle. Although McDonald's service could not match that of British Railways during the week, they gave excellent service at the week-ends, and meat delivered at Smithfield on Monday morning was always in good condition. Moreover, McDonald's charged a much lower rate than the railways.

LOCAL LIFTING GEAR

HEAVY lifting gear should be kept at all local fire stations to rescue people trapped under heavy vehicles when they were involved in an accident. A resolution to this effect has been sent to the Surrey Federation of Trades Councils by the Epsom and District Trades Council.

Mr. P. Cumming, a delegate of the National Union of Public Employees, said that his union maintained that every vehicle over 5 tons should carry its own lifting gear.

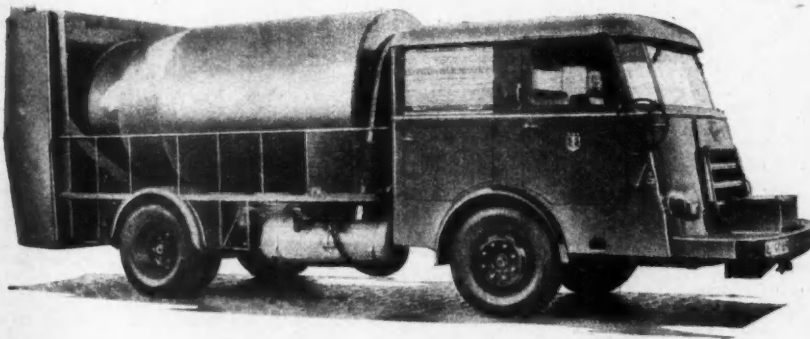
£1 FOR HOLDING HANDLE

FOR using a lorry which emitted smoke, Tom Fletcher, Queen Street, Dinnington, driver, was fined £1 at Sheffield last week. His employers, T. Roberts (Haulage Contractors), Ltd., Aston Common, near Sheffield, were fined £5.

Mr. B. J. Lambert, chairman, said, "The company will carry the can to the tune of £5, but the driver had hold of the handle and will be fined £1."

TEST TRACK OPENS THIS MONTH

THE test track of the Road Research Laboratory, Crowthorne, Berks, will be completed this month. Details appeared in "Safer Vehicles—Safer Roads" (The Commercial Motor, April 22).



This Dutch refuse-collection vehicle is based on a Seddon chassis powered by a Perkins P6 oil engine. A Netam rotating-drum body is fitted and the crew-cab was constructed by Kemper en van Twist, Dordrecht, who are Seddon and Perkins agents. The protrusion at the front of the vehicle suggests that the power take-off to drive the body mechanism is direct from the engine crankshaft. An article on Continental developments in municipal-vehicle design appears on pages 624-626.

"Invoke Act to Prevent Customer from Cutting Rates"—Mr. Hanlon

FROM OUR OWN CORRESPONDENT

MR. J. A. T. HANLON, Northern Licensing Authority, suggested at Newcastle upon Tyne, last Friday, that hauliers should use the provisions of the Road Traffic Act, 1956, to prevent arbitrary rate-cutting by the Consett Iron Co. The company's policy on rates was attacked both by Mr. T. H. Campbell Wardlaw, for P. G. Walton, Ltd., Gateshead, and Mr. I. Robey, for the British Transport Commission.

Mr. Hanlon's suggestion was made after Mr. Campbell Wardlaw had said that in May of last year the Consett Iron Co. had presented hauliers with a new rate schedule to come into force on June 1. There was no consultation, and hauliers could either accept the new rates or go elsewhere. In many cases charges were cut by 20 per cent.

P. G. Walton, Ltd., who had been working for Consett Iron Co., were applying to have five vehicles at present on contract-A licences transferred to open A licences.

The iron company were not represented in court. Mr. Wardlaw said that no representative of the company had ever attended an inquiry. P. G. Walton's profit had been cut so much that they sought to subsidize the operation of their vehicles by accepting return loads.

Mr. Hanlon reluctantly refused the application because there was no evidence from the customers. He asked why Consett Iron Co. should cut their rates at a time when haulage costs were higher than ever before, and at the expense of operators who were already licensed to carry return loads. He was unable to make a grant to subsidize the Consett company.

Mr. Wardlaw said the licensing system was being attacked by the action of the steel company, who were creating false traffic. A large portion of their traffic was being carried as return loads by vehicles based outside the Northern Area.

Suggested Remedy

Mr. Hanlon then suggested that there was a remedy in the 1956 Act if hauliers were carrying at uneconomic rates.

"Why doesn't the industry come forward and say that certain hauliers are doing this?" he asked.

Mr. Wardlaw replied that a haulier would rather accept a return load at a lower rate than return home empty. He suggested that other Licensing Authorities should watch the Consett company's traffic. Although the company's business was expanding, no extra vehicles had been granted in the Northern Area for their traffic. All the increased production was being handled by hauliers from other areas.

Mr. Wardlaw said that Siddle C. Cook, Ltd., Consett, had had about 16 vehicles on contract to the Consett Iron Co., but had been forced to give up the work because it was uneconomic.

When Mr. Wardlaw said that vehicles working for the iron company still

showed some profit, Mr. Hanlon said that was not the point. The question was whether it was a proper commercial profit, which enabled the vehicles to be maintained satisfactorily and the drivers to be paid proper wages.

Mr. Robey expressed sympathy with what he had heard. Nevertheless, it was necessary that the customers should desire a change from a contract-A to an ordinary A licence, which was clearly not the position in the present case. Unfortunately, the contract did not contain any monetary guarantee. The answer was to keep the Consett Iron Co. so short of vehicles, by refusing additional grants, that they would ultimately be forced to come to the court and ask for extra facilities.

DUNLOP PASSENGER MOVE

HHEADQUARTERS of the passenger transport division of the Dunlop Rubber Co., Ltd., were moved, last week, from Albany Street, London, to Fort Dunlop.

New Transport Companies

Wirksworth Road Transport, Ltd. Cap. £4,000. Dirs.: C. F. Webster and Mrs. C. R. Webster, Bottisham, Summer Lane, Wirksworth, Derby. Sec.: C. F. Webster. Reg. office: Bottisham, Summer Lane, Wirksworth.

Hill Plant Hire, Ltd. Cap. £1,000. Dirs.: D. Hill and Patricia Hill, 69 Townley Road, Bexleyheath, Kent. Sec.: P. Hill. Reg. office: 83 Broadway, Bexleyheath.

Masons Coachways (Darlington), Ltd. Cap. £100. Dirs.: J. H. Mason and F. G. Mason, Park House, Park Farm, Himley. Sec.: J. H. Mason. Reg. office: Fernleigh, 192a Walsall Road, Kings Hill, Wednesbury.

H. Sutcliffe (Nottingham), Ltd. Cap. £2,000. Dirs.: J. C. Underwood and Mrs. M. Underwood, 24 South Road, West Bridgford, Notts, and Mrs. A. Underwood. Reg. office: Cattle Market Road, Nottingham.

Swartrip, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Williams Bros. (Cross Hands), Ltd. Cap. £16,000. Dirs.: A. Williams, Rhos Lan, Gorslas, Llanelly, and M. Williams, Brynmryddin, Llandilo Road, Cross Hands, Carmar. Sec.: A. Williams. Reg. office: Carmarthen Road, Cross Hands.

R. J. Huggard (Contractors), Ltd. Cap. £5,000. Dir.: R. J. Huggard, 94 Brook Street, Blenheim, Oxford.

D. Moody (Haulage), Ltd. Cap. £30,000. Dirs.: D. Moody and Mrs. M. Moody, Rossdhu, Stakeford Lane, Stakeford, Choppington, Northumberland. Sec.: Mrs. M. Moody. Reg. office: Rossdhu Garage, Stakeford Lane, Stakeford, Choppington.

Havard (Haulage Contractor), Ltd. Cap. £8,000. Dirs.: M. N. Havard and Mrs. K. Havard, Greystones, Woodall Lane, Harthill, near Sheffield. Sec.: K. Havard. Reg. office: Greystones, Woodall Lane, Harthill.

Legon Transport, Ltd. Cap. £100. Dir.: D. W. Legon, 102 Mansford Street, London, E.2. Sec.: C. Matthews. Reg. office: 105-106 London Fruit Exchange, London, E.1.

Samuel Hunt and Sons, Ltd. Cap. £2,000. Dirs.: E. C. Hunt, 1 Haven Drive, Droydsden, Manchester, and H. H. Hunt, 339 North Road, Clayton, Manchester, II. Sec.: F. Broadie. Reg. office: 1 Haven Drive, Droydsden, Manchester.

Newcomer Gets Express Licence to Bognor

NEWCOMERS to express operation, Chapel End Coaches, Ltd., Nuneaton, were granted a licence to operate from Nuneaton to a new Butlin's holiday camp, at Bognor Regis, by the West Midlands Traffic Commissioners, at Birmingham last week. The applicants, who were also granted a picking-up point in Coventry, sought to operate the service on five consecutive Saturdays from July 16, returning seven or 14 days later.

Objections were made by British Railways, Red House Garage, Ltd., Wainfleet Motorways, Ltd., and Associated Motorways, Ltd.

Giving evidence, Mr. G. A. A. Court, a director, said that the number of intending passengers so far were: five for July 16, 29 on July 23, 16 on July 30, five for August 6 and two on August 13. The small numbers of passengers were because there had been uncertainty over the opening date of the camp.

Cross-examined by Mr. W. Coombs, for Associated Motorways, Mr. Court said that his existing licences were for works services, but the company did private hire work and hired out coaches to other operators.

Mr. W. P. James, chairman, said that nobody would suggest that the Road Traffic Act forbade competition. The Commissioners thought that for this "modest service" a case had been made out. They granted the application, but said that it would at present be limited to one year.

Parkinson's Transport Services (Wigan), Ltd. Cap. £1,000. Dirs.: F. H. Parkinson and Mrs. B. Parkinson, 21 Leader Street, Pemberton, Wigan. Sec.: N. Ollerton. Reg. office: 21 Leader Street, Pemberton, Wigan.

R. D. Hare, Ltd. Cap. £500. Dirs.: R. D. Hare, 181 St. Peters Road, West Lynn, King's Lynn, P. R. Nixon, 27 Alice Fisher Crescent, King's Lynn, and B. C. Ashton. Sec.: R. D. Hare. Reg. office: 181 St. Peters Road, West Lynn, King's Lynn.

Brynford Haulage Co., Ltd. Cap. £100. Dirs.: J. Howard, 24 The Limes Avenue, London, N.11, and S. R. Thornton, 11 Rose Wood Close, Luton. Sec.: S. R. Thornton. Reg. office: 3-5 George Street, Luton.

Cumberwell Haulage and Storage Co., Ltd. Cap. £100. Dirs.: L. C. Belchambers, 6 Kipling House, London, S.E.5, M. A. Barcroft, 57 Holburne Road, London, S.E.3, and J. W. Sloman. Sec.: D. E. G. Wing. Reg. office: 303 Brixton Road, London, S.W.9.

Agorat, Ltd. Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

Agrosiet, Ltd. Cap. £100. Other particulars as for Agorat, Ltd.

L. J. Robertson, Ltd. Cap. £1,000. Dirs.: L. J. Robertson and Mrs. D. M. Robertson, 198 Clayhall Avenue, Ilford, Essex. Sec.: D. M. Robertson. Reg. office: Victoria House, High Street, Barkingside, Essex.

Roberts Brothers (Blewbury), Ltd. Cap. £1,000. Dirs.: R. W. F. Roberts, New Bungalow, Westbrook Street, Blewbury, Berks, L. Roberts, Dallas, Westbrook Street, Blewbury, and C. L. Roberts, Highwood, St. Georges Road, Wallingford. Sec.: C. L. Roberts. Reg. office: Dallas, Westbrook Street, Blewbury.

T. Farworth (St. Helens), Ltd. Cap. £1,000. Dirs.: E. C. Dornin and Mrs. M. Dornin, 15 Linden Grove, Birchley, near Wigan. Sec.: M. Dornin. Reg. office: Laffak Road Garage, Laffak Road, Carr Mill, St. Helens.

C. G. Baker, Ltd. Cap. £100. Dir.: C. G. Baker, 83 Norris Road, Isleworth, Middx. Reg. office: c/o Paul Fraser and Co., 31-32 Haymarket, London, S.W.1.

Express ignor

operation,
Nuneaton,
operate from
n's holiday
y the West
sioners, at
applicants,
ing-up point
e the service
days from
4 days later.
British Rail-
d., Wainfleet
ated Motor-

A. A. Court,
number of
ere: five for
on July 30,
August 13.
engers were
ertainty over
W. Coombs,
Mr. Court
es were for
company did
out coaches

an, said that
t the Road
tition. The
at for this
l been made
lication, but
t be limited

(Wigan), Ltd.
nson and Mrs.
berton, Wigan.
Leader Street,

Dire.: R. D.
Lynn, King's
Fisher Crescent,
Dire.: R. D. Hare,
West Lynn,

p. £100. Dire.:
London, N.11,
d Close, Luton,
ce: 3-5 George

Co., Ltd. Cap.
Kipling House,
Holburne Road,
Sec.: D. E. G.
Road, London,

: S. H. Lucas
London, W.C.2.
S Surrey Street,

er particulars as

00. Dire.: L. J.
on, 198 Clayhall
M. Robertson,
High Street,

. Cap. £1,000.
ungelow, West-
Roberts, Dallas,
C. L. Roberts,
illingford. Sec.:
llas, Westbrook

. Cap. £1,000.
M. Dormins, 15
gan. Sec.: M.
Garage, Laffak

. Dire.: C. G.
Midxx. Res.
1-32 Haymarket.

YOUR VAN IS YOUR AMBASSADOR

DELIVER THE GOODS IN STYLE

with the economical

TROJAN VAN



TROJAN for work

TROJAN LIMITED

It must look good and, at the same time,
do its job efficiently and economically.
The Trojan 25-cwt van looks good.
It is good.

- * Dependable Perkins Diesel engine—40-45 m.p.g.
- * Forward control—clear driving—greater payload.
- * Wide-opening doors at rear, and carefully calculated loading height—350 cu. ft. capacity.
- * Independent front suspension cushions driver and load.
- * Engine and chassis easily accessible for maintenance.
- * Modern styling and traditional Trojan engineering.

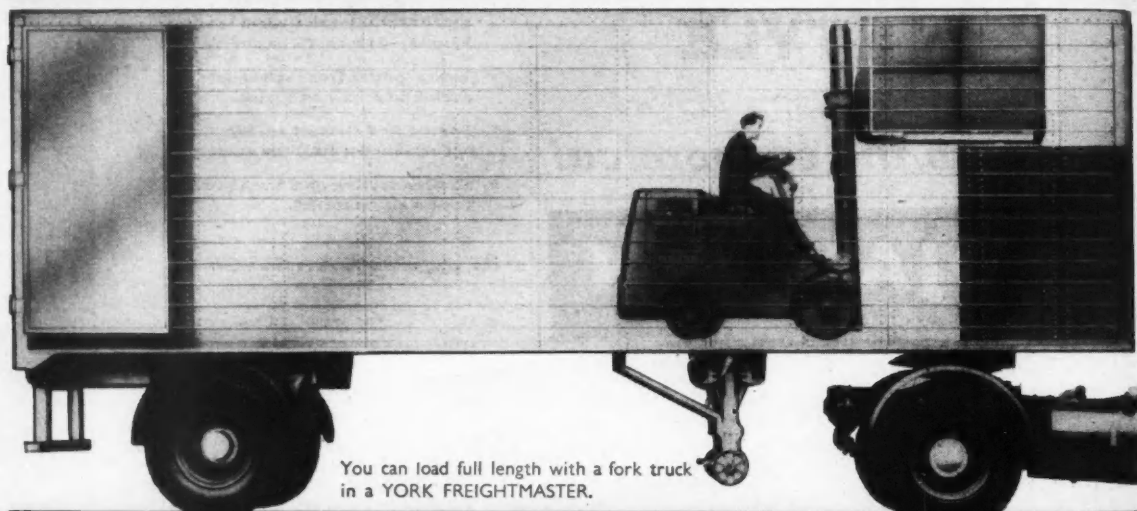
LET TROJAN BE YOUR AMBASSADOR



Trojan Works, Purley Way, Croydon.
Telephone: MUNicipal 2499 (20 lines).

BOOMING bustling BRITAIN

needs the...



You can load full length with a fork truck
in a YORK FREIGHTMASTER.

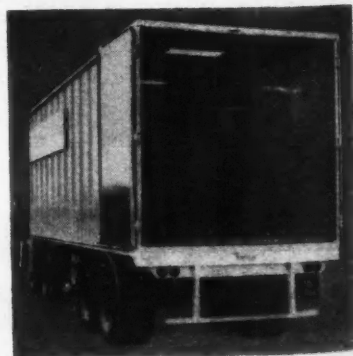
YORK

FREIGHTMASTER

combining huge cubic and tonnage capacity with amazingly low weight—frameless 'FREIGHTMASTER' semi-trailer vans give better protection for the new goods and packaging methods of our king-sized age.

Now in quantity production, 'FREIGHTMASTERS' are being increasingly adopted by Britain's biggest users for their sheer efficiency.

If your business could benefit from faster loading—bigger bulk carrying capacity—complete protection and the prestige of a rolling bill poster—you ought to get the facts on a YORK FREIGHTMASTER now!



Ballroom size floor and squared off interior
gives more usable capacity.

Y8

YORK TRAILER COMPANY LTD. CORBY NORTHANTS

B12

BRITAIN'S "ARTIC" SPECIALISTS

YORK DISTRIBUTORS

ARLINGTON MOTOR COMPANY LIMITED

High Road, Ponders End
Howard 1266
Cornard Road, Sudbury
Sudbury 2301

BEECH'S GARAGE (HANLEY) LIMITED

Hope Street, Hanley
Stoke-on-Trent 25249

B & W MOTORS LIMITED

Derry Street, Wolverhampton
Wolverhampton 20774

COMBERHILL WAKEFIELD GARAGES LIMITED

Ings Road, Wakefield
Wakefield 6051

COMMERCIAL MOTORS (HULL) LIMITED

Clarence Street, Hull
Daytime phone number: Hull 31633
Night service after 9.30 p.m.: Hull 32551

DAGENHAM MOTORS LIMITED

374 Ealing Road, Alperton, Middx.
Perivale 3388
Thames House, Wellington Street,
Woolwich, London, S.E.18
Woolwich 7771

HARRY DANDO

West End Garage
Chipping Sodbury, Bristol
Chipping Sodbury 2277

KAYS (DERBY) LIMITED

Ashbourne Road, Derby
Derby 40681

K & B MOTORS (NEWCASTLE) LIMITED

Benwell Lane, Newcastle-on-Tyne, 5
Newcastle 34863

MILLBURN MOTORS LIMITED

51/79 Millburn Street, Glasgow, N.1
Bell 0073

NEWARK ROAD GARAGE LIMITED

Newark Road, Lincoln
Lincoln 20216

THE NIGHTINGALE ENGINEERING CO. LTD.

Western Lane, Nightingale Lane,
Balham, London, S.W.12
BATtersea 2193

NORMAND LIMITED

London
Marble Arch
MAYfair 7313
Hammersmith
RIVerside 3665
Park Royal
ELGar 7757

PETERBOROUGH ENGINEERING CO. LTD.

36/42 Eye Road, Newark, Peterborough
Peterborough 66161

PHILLIPS MOTOR SERVICES (SHEFFIELD) LTD.

443 Handsworth Road,
Sheffield, 9
Woodhouse 2541

PRICE'S (EARL SHILTON) LIMITED

New Street, Earl Shilton, Leicester
Earl Shilton 3321

READING GARAGE COMPANY LIMITED

Cork Street, Reading
Reading 55755

THE RELIANCE GARAGE (NORWICH) LIMITED

Heigham Street, Norwich
Norwich 28911

ROSS GARAGES (SALES) LIMITED

Penarth Road, Cardiff
Cardiff 24671

OSWALD TILLOTSON LIMITED

Preston Street, Bradford, 7
Day: Bradford 22377
Night: Bradford 73843
Summit Works, Burnley
Burnley 2201
293 Liverpool Street, Salford, 5
Pendleton 2845

TRANSPORT REPAIRERS (LIVERPOOL) LIMITED

9/15 Queen Street, Liverpool, 3
Central 9421

TWO GATES GARAGE LIMITED

Oxford Road, Ryton-on-Dunsmore,
Coventry
Toll Bar 3361-2-3



YORK

DISTRIBUTORS ARE GOOD PEOPLE
TO DEAL WITH



100,000,000 VALVE SPRING COMPRESSIONS

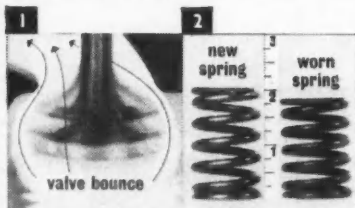
Q190

FOR EVERY 1000 HOURS ON THE ROAD

It's easy to overlook the tremendous strains valve springs have to endure. Each spring may be compressed 100,000,000 times for every 1000 hours on the road. On top of that valve springs operate at very high temperatures (750° C for an exhaust valve). So it's not surprising they become worn or weak after thousands of miles of service.

Weak or worn valve springs can increase running costs and cause poor performance

Weak, tired springs vitally affect performance in two ways —

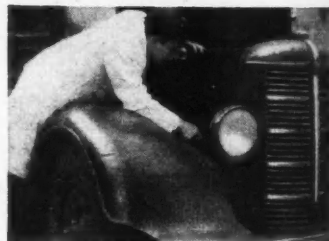


1. At high revs a slightly weak spring will cause 'valve bounce' and allow gases to escape on the power stroke — thus reducing efficiency.

2. If a spring overheats it may take on a 'set'—i.e. become shortened in length. This reduces the force exerted by the spring and allows valve bounce at lower revs. This in turn increases overheating and burns out the exhaust valves. Result—lost compression at all speeds—poor, sluggish performance—high running costs.

It pays to replace valve springs regularly . . . for maximum economy always specify TERRY'S

This is why it is important to replace valve springs at regular intervals. Considerable saving in labour costs can be made by fitting new valve springs when the vehicle is in for a decoke. And for maximum economy always fit Terry's. Developed by Britain's leading spring



You can save on labour costs by always fitting Terry's valve springs when the engine is down for a decoke.

specialists, Terry's are the most efficient and reliable valve springs available. The special quality steel used in manufacture retains its elasticity for the maximum period and gives greatly increased spring life under all operating conditions. It is in your interest to fit Terry's aero valve springs to your vehicles.

TERRY'S
aero valve springs
THE EXPERTS' CHOICE

HERBERT TERRY & SONS LTD., REDDITCH, ENGLAND

Trans

THE special
McKelvie
Barrhead,
week. Mr.
Authority
trailers of
user "me
in Great
inadverten
application

The ob
line with
stated. M
said that
Paisley b
in Manch
which ha
would do
same cus

For th
Glasgow.
Cardiff,
the figur
for the
queried
McKelvie

In ans
were inc
loader w
Mr. McK
increasin
were no

S

ALTH
por
tion by
for an
to be b
need.
need an
no posi
facilities

These
Idris C
Authori
refused
transpo
London
Wales.
British
Transpo

Mr.
approa
six of t
tion. T
driven
larly u
there
acciden

Cars
Railwa
damag

Mr. I
Car S
J. R. S
that hi
Fiat in
Fords.

They
used o
Lond
there

Transfer to A Licences Completed

THE final stage of transfer from special-A to A licences held by McKelvie and Co. (B.M. and P.), Ltd., Barrhead, was reached at Glasgow last week. Mr. W. F. Quin, Scottish Licensing Authority, was told that the two semi-trailers of 48 tons, for which a normal user "metal and metal finished products in Great Britain" was sought, had been inadvertently omitted from an earlier application.

The object was to bring the units into line with the remainder of the fleet, it was stated. Mr. James McKelvie, a director, said that they had been assigned to the Paisley base, from the associate company in Manchester, in March, 1959. The units, which had been used for special loads, would do the same work and serve the same customers in future.

For the objectors, Gavin Wilkie, Ltd., Glasgow, and R. Wynn and Sons, Ltd., Cardiff, Mr. R. Mackenzie questioned the figures submitted. Mr. Wilkinson, for the British Transport Commission, queried the trend of development by McKelvie.

In answer to his suggestion that they were increasingly adding to their low-loader work and to their area of service, Mr. McKelvie said, although that was an increasing part of their business, they were not changing to low-loader work.

They had maintained and expanded business other than on low-loaders.

Mr. Wilkinson also suggested that most of the former McKelvie licences had been for metal and metal finished products in Scotland, with only limited activity into England, but Mr. McKelvie pointed out that the Motherwell base had considerable scope on their licences for "Great Britain" traffic.

Mr. Quin pointed out that there seemed to be a major volume of work for these vehicles in Scotland and northern England. The normal user, as declared, was rather wide, he thought, and he offered the normal user as "metal and metal finished products in Scotland, north and Midlands of England."

This would leave the company free to make periodic journeys to the south of England, subject to prior approval, he said. On the understanding that adjustment could be made when a special claim was advanced, Mr. McKelvie accepted this normal user.

73 APPEALS HEARD

OF a total of 73 appeals, under section 15 of the Road and Rail Traffic Act, 1933, lodged with the Transport Tribunal during 1959, 68, including 17 in Scotland, were heard. Of these 39 were successful.

South Wales Transporter Case Fails

ALTHOUGH there were no car transporters in South Wales, an application by a newcomer, Mr. B. E. Patterson, for an A licence, for two such vehicles, to be based in Cardiff, had not proved a need. There was a difference between need and desire, and witnesses had taken no positive steps to ascertain whether facilities were already available.

These comments were made by Mr. Idris Owen, South Wales Licensing Authority, at Cardiff last week. He refused the application which sought to transport new and used cars from London and the Midlands to South Wales. There were objections from the British Transport Commission and Hill's Transport (Dinas Powis), Ltd.

Mr. Patterson said that he had approached main dealers in Cardiff and six of them were supporting the application. They were forced to have vehicles driven from London, which was particularly unsatisfactory with new cars, and there had also been a number of accidents.

Cars that were delivered by British Railways were dirty and sometimes damaged on arrival.

Mr. P. Harris, a director of B. R. Evans Car Sales, Cardiff, questioned by Mr. J. R. Samuel-Gibbon, for the B.T.C., said that his company were main dealers for Fiat in South Wales and retail agents for Fords.

They took delivery of about five used cars and four new Fiats from London each week. Although he knew there were licensed transporters in the

Midlands and London, no request had been made to them to deliver to South Wales.

Following evidence from Mr. D. Owen, assistant district commercial officer of British Railways, Cardiff, who denied complaints of damaged and dirty arrivals, Mr. Samuel-Gibbon submitted that there was no case proved. None of the witnesses had gone out of their way to seek facilities for transporting cars, and the first approach had been made by the applicants. An important point was that all the traffic originated outside the South Wales Area and no one had tested the facilities available elsewhere.

Warned Not to Sign Blank Forms

A HAULIER, who can neither read nor write to any great extent, was warned by Mr. D. I. R. Muir, Metropolitan Licensing Authority, in London last week of the dangers of signing a licence-renewal form before the details had been filled in.

Harry George Jeakins, Upton Road, Hackney, who has owned his own business for five years, was asked to explain to the Authority why he had made a false declaration as to the weights of four of his vehicles.

Mr. J. R. C. Samuel-Gibbon, for Mr. Jeakins, explained that his client could read only "good print and figures," and could only sign his name and write in block capitals "with a good deal of labour."

No Further Action By Mr. Hanlon

NO further action was taken by Mr. J. A. T. Hanlon, Northern Licensing Authority, at the resumed hearing of an inquiry, held at the request of Ditchburns, Ltd., Sunderland, parent company of a group of furniture manufacturers, at Newcastle upon Tyne, last week. They wanted to give reasons why their C licence for 35 vehicles should not be revoked or suspended.

At the previous hearing (*The Commercial Motor*, February 26) Mr. Hanlon said that it had come to his notice that they and one of their subsidiaries, Leeds Cabinet Co. Ltd., had been fined £200 on 89 charges of contravening the 1930 and 1933 Acts, at Leeds. The offences concerned the keeping of records and drivers' hours. Six prohibition notices had also been issued against the company and its subsidiaries.

This week, Mr. Hanlon, who said that he had received reports from his certifying and maintenance officer and a vehicle examiner, which stated that matters were proceeding satisfactorily, decided that there was nothing more to be said about the case.

OFFENCES ADMITTED BUT GRANT MADE

SEVERAL licensing offences were admitted, at Glasgow last week, when Arneil Car Transporters, Ltd., Strathaven, successfully applied for continuation of B licences for one vehicle of 6 tons, two articulated units of 6 tons and two semi-trailers of 6½ tons. They also applied to transfer their base from Strathaven to Douglas.

Mr. R. Mackenzie, for the applicants, said that several offences, relating to excessive operation, had happened before Mr. G. Sommerville, the present managing director, had taken over. There was one exception, however, but this was due to the inexperience of Mr. Sommerville, who had been pitchforked into transport operation when he had only limited knowledge.

Mr. W. F. Quin, Scottish Licensing Authority, warned the company.

Consequently, Mr. Jeakins was in the habit of taking the vehicle log book and old licence disc to a member of the Authority's staff, who filled in the application for him.

Mr. Jeakins said that he had a completely clean record and was anxious to preserve it. He had no intention of deceiving anybody, and could hardly do so as the actual vehicle weights were clearly written in the log books.

He added that all his transport affairs were now being handled by a company who specialized in transport matters.

Dismissing the case, Mr. Muir said that he appreciated the difficulty that Mr. Jeakins had in filling in the forms, and was satisfied that he had no intention of deceiving.

No Prosecutions After Issue of Tickets

Late Changes to Road Traffic Bill Made by Government: Misgivings Allayed

FROM OUR PARLIAMENTARY CORRESPONDENT

LAST-MINUTE changes in the Road Traffic Bill make it clear that once a ticket for a parking offence has been issued, nobody liable for the offence can be prosecuted during the period of option. Furthermore, no one can be convicted in the courts after a fixed penalty is paid.

During the report stage of the Bill in the House of Commons last week, Mr. David Renton, Joint Under-Secretary, Home Office, explained that previously the effect would have been to have limited the consequences of serving a ticket to the person to whom it was given.

This would have been irrespective of whether that person was liable for the offence. There should, however, be no suggestion that the option offered by the ticket was confined to the person to whom it was handed, and Mr. Renton stated that the option would not be so confined.

Mr. A. Wedgwood Benn, for the Opposition, welcomed the change. He said that it was clear that difficulties could be created if more than one man were each partially responsible for a parking offence, as could happen.

Mr. Renton also moved, and the House accepted, an amendment putting an absolute bar on proceedings during the period of the option of paying the ticket fine. Under the previous version of the Bill, proceedings might be begun within the period of option if the person to whom the ticket was given, or who eventually received it, stated that he did not intend to pay the fixed penalty.

Reason for Proposal

On the other hand, the constable or warden might be mistaken in thinking that the person to whom he gave the ticket was the person liable for the offence. Hence the change in the Bill that Mr. Renton proposed.

Mr. Benn agreed that a problem could arise if a constable or traffic warden gave a man a ticket in the belief that he was liable when he was not, and the man became angry and wrote to the justices saying that in no circumstances would he pay the penalty. Proceedings might be begun prematurely against the wrong person. The change prevented this.

Mr. Renton also fulfilled a promise he gave in committee. He made provision that orders made by the Home Secretary for the appointment of any but the first traffic wardens—who are to start work in London in the autumn—will first be presented to Parliament for debate.

Because of the long summer recess, there would not be time for a prior debate on the first London wardens. Mr. Benn was also grateful for this amendment. He said that the Opposition were extremely anxious that the traffic-warden system should be brought in at every stage with full understanding, co-operation, discussion and debate. He believed the amendment would help to launch the scheme successfully.

B16

On the third reading of the Bill, Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, said that drivers in Mayfair and Westminster were increasingly neglecting rules concerning waiting and the use of parking meters.

"Now, chaos and confusion is almost as great in that area as it was before the parking meters were introduced. This is a problem of enforcement, and I am absolutely certain that when we get the traffic wardens on the streets and doing their job, we shall at least be within sight of clearing away many of the vehicles which cause congestion," he said.

Speedy Impression

Mr. Hay also announced that the London Traffic Management Unit under Dr. G. Charlesworth, formerly of the Road Research Laboratory, was now almost at full strength and starting work in preparation for September 1, the day when the Bill will become an Act. "I hope that we shall be able to make a

speedy impression on the traffic problem in London," he added.

"The whole object is to take the central area of London and endeavour to deal with the problem there. If we can manage to lick the traffic problem in the central area of London, I do not think we need worry," stated Mr. Hay. "If we can beat it there, we can beat it anywhere in the United Kingdom."

Mr. Hay said that more and different powers might be needed later. The whole difficulty with traffic problems was that one never knew the answer until something had been tried.

Mr. Robert Mellish (Lab., Bermondsey) warned that the Opposition would carefully watch the regulations about traffic wardens. The reputation of the police among the lorry drivers had never been higher, he said.

"We must not destroy that by introducing some system that may well be used by some wardens and some policemen—I do not say all—as a means of just sticking a ticket on the motorist's or lorry driver's window and saying 'That's £2 brother. If you don't like it, go to court and argue it out.'"

Mr. Ernest Marples, Minister of Transport, said that there was no doubt that the Bill was only the beginning of the Government's efforts to get to grips with the traffic problem. He agreed with Mr. Mellish that a "second-rate police force" could not be tolerated.

Corps of Auxiliaries

"It will not, however, be a police force, but a corps of auxiliaries with limited powers. They will not have the powers which an ordinary constable possesses, but they will come under the jurisdiction of the police force."

He agreed that the establishment of fixed penalties would not interfere with the warning practice of the police.

"We must remember, however, that the use of the ticket system is also discretionary. A warden is not bound to serve a ticket on the driver of a vehicle parked in the wrong place, but only in cases where the offence is clearly seen."

The Bill now goes to the Lords.

"Both Sides Must Strive Together"

"THERE is an urgent necessity for employers and employees to get together and to strive wholeheartedly for greater efficiency if we are to maintain our place in the world, and to enjoy the material things of life."

This is stated by Mr. G. E. Liardet, chairman of the Simms Motor and Electronics Corporation, Ltd., in his annual report.

Demand for Simms' products increased during 1959 at "an unprecedented rate," he says. Facilities were stretched to the utmost, particularly in the supply of diesel injection equipment.

Supply of electrical components had grown steadily although "not so spec-

tacularly" as that of injection equipment. Export business continued to expand, and rose by 33½ per cent. compared with 1958. The U.S.A. had become the company's biggest direct export market.

Mr. Liardet speaks of an aspect of wages that should be more generally known. Frequently quoted basic rates bore little or no relationship to earnings, he points out.

The minimum basic rate for skilled engineering workers, used in support of pay claims, was £9 6s. 8d. a week. But, according to the *Ministry of Labour Gazette*, the average earnings in the engineering industry were £14 1s. 9d. a week.

Two Vehicles Allowed to Carry Scrap

VARIATIONS to B-licence conditions, to include "general scrap," for two vehicles of 7½ tons, were granted to Mr. Joseph Berry, Adlington, at Lytham St. Annes, last week.

Mr. L. H. Shelton, of the Eastern Traffic Area, who was acting for the North Western Deputy Licensing Authority, was told by Mr. Wilfred Carey, a director of Walter Evans, Ltd., Chorley, that their output had increased by more than 300 per cent. over the past two years.

The applicant, who sought to carry steel and textile scrap for Walter Evans, said that his vehicles were very busy but he wanted more flexibility. The two vehicles were at present on short-term B licence.

Mr. F. J. McHugh, for the British Transport Commission, who objected, stated that Walter Evans was connected by railway siding. More evidence was needed, he claimed, but it was submitted for Mr. Berry that there was no evidence that the B.T.C. would suffer

TOUGH PROSPECT

THREE A.E.C. Monarch Mk. VI trucks bound for Northern Province Roadways, Ltd., Arusha, Tanganyika, have been shipped from London. The new Monarchs with Duramin cabs will join a fleet of A.E.C. vehicles hauling produce from the coastal port of Dar-es-Salaam to Mombasa, Moshi and Arusha, a distance of 250 miles. The company also puts these vehicles to work on a 175-mile twice-weekly run from Dar-es-Salaam to Nairobi.

The fleet logs more than 4,000 miles a week under the most arduous conditions which vary from dry and dusty to rain-falls of monsoon intensity. An indication of the tough conditions is that tyres have a life of only 18,000 miles.

£250,000 MOSCOW CONVOY

A ROAD convoy carrying 650 scientific instruments worth £250,000 was due to arrive in Moscow on Wednesday after a nine-day journey from this country. The load comprised exhibits for a special display in the Russian capital from June 18-29 organized by the Scientific Instrument Manufacturers' Association.

It was contained in five semi-trailers. Lep Transport, Ltd., were the agents and the vehicles were taken to Tilbury by Continental Ferry Trailers, Ltd. There they were placed on the m.v. "Bardic Ferry" and shipped to Antwerp, from where prime movers of König Transport took them on their 1,652-mile haul to Moscow.

NEW GLASS-FIBRE PLANT

A NEW plant for the manufacture of glass-fibre and artilite resins by Glass Yarns and Deeside Fabrics, Ltd., at Camberley, Surrey, has been opened by Mr. Harold Watkinson, Minister of Defence.

Plastics reinforced with glass-fibre are becoming an important part of everyday life and are playing an increasing role in the manufacture of vehicle bodies.

New Ideas Tried Out Over Whitsun

FROM OUR POLITICAL CORRESPONDENT

WHITSUNTIDE gave Mr. Ernest Marples, Minister of Transport, some excellent guinea-pigs on which to try out ideas for the future. One of these was the clearways experiment on trunk roads and another, the 50 m.p.h. speed limit on them. These were watched for the four days to see the effect that they had on traffic.

If they really worked, we can expect some big extensions to be made, perhaps in road safety legislation, which Mr. John Hay, Joint Parliamentary Secretary, Ministry of Transport, told the House, the Government hoped to introduce during the next session.

The Minister is now at the really formative stage of his job. After the first bursts of enthusiastic publicity which accompanied his European and American tours, there has necessarily been a pause for legislation to be conceived and passed. Any time now fulfilment will come, and it is then that the interests of commercial traffic will have to be watched.

Another hopeful sign for progress on the roads lies in the invention of a device by which a policeman can alter the setting of traffic signals for 10-15 minutes ahead, to give a longer green light to the main road. This should help trunk-road traffic to avoid needless delays.

The Ministry have also thought of broadcasting news of road conditions half an hour ahead, to give through-drivers the opportunity of making a diversion.

Mr. Marples will raise the question of accident-prone drivers, as suggested by Mr. Gresham Cooke (Cons., Twickenham), in talks with insurance companies and underwriters. Mr. Cooke pointed out that if they find there is in fact such a group they could be given treatment through "driver clinics"—such as exist in the U.S.A.

In reply to Mr. H. J. Boyden (Lab., Bishop Auckland) Mr. Marples said that new proposals for controlling abnormal loads had been circulated, and he awaited comments on them. They mooted certain controls on the movements of long loads, which caused more congestion than wide loads. The new controls would be similar in extent to those relating to wide loads. The circular also proposed a special control by the Ministry on loads between 14 ft. and 20 ft. wide.

Mr. Marples maintains that abnormal loads do not cause accidents, although he admits they cause congestion. He pointed out, in reply to critical questions, that heavy vehicles contributed an enormous revenue. To people who said abnormal loads should be sent by rail, he replied "the odd thing is that even if they go by rail, they still have to go by road to their final destination."

Dealing with accidents, Mr. Hay told Mr. F. Noel-Baker (Lab., Swindon) that from January to March, 1960, goods vehicles of over 3 tons unladen were involved in 3,087 accidents, of which 201 were fatal.

Four More Tippers Sought: One Granted

ONLY one of the four tippers which J. Lee (Haulage), Ltd., Newcastle upon Tyne, sought to have added to their A licence was granted, last Friday, by Mr. J. A. T. Hanlon, Northern Licensing Authority. The applicants—part of the J. W. Capstaff group of nine companies—required a normal user of "goods for the Limmer and Trinidad Lake Asphalt Co. and return loads."

Mr. R. Johnston, secretary of J. Lee (Haulage), Ltd., said the vehicles were required to deal with increased traffic in red stone from Biddleston Quarry. Whilst they sub-contracted 15 tipping vehicles from associated companies, J. Lee had only one tipper on their licence.

Referring to British Railways, who were among the objectors, Mr. Johnston said they were already carrying substantial quantities of the commodity to the railhead at Rothbury for conveyance by rail. The two road objectors, R. Elliott, Morpeth, and R. T. Hewitt, Ltd., Morpeth, were not carrying out of the quarry, but he gave them an assurance that, if granted, the application would not mean that four vehicles would be in competition with them.

Cross-examined by Mr. I. Robey, representing all the objectors, Mr. Johnston said that before it became a

Capstaff group company, J. Lee (Haulage), Ltd., operated many more tippers, but had since replaced them by platform and articulated vehicles.

Mr. Robey: "And to that extent they changed the nature of their operations?"

Mr. Johnston replied that they had tried the "artics" with side boards, but they were not suitable, because of their size, and the Limmer company did not like them. They had exhausted the tipper potentiality of all their associated companies. They used certain sub-contractors, but found that most local concerns were not prepared to operate tippers over long distances.

Mr. Elliott said that his company had 14 tippers and, whilst he was licensed to do long-distance tipping work, he did not profess to be a long-distance haulier. There was plenty of local work to be done from the quarry. His fleet was well employed, but he estimated that he had six vehicle-days a week available. He had not worked for the Limmer company for three years and would not accept the assurance given by Mr. Johnston.

Mr. A. Hewitt said that his company had six tippers and he agreed that the work position was bad. He had never been asked by Lee's to help out with the red stone and considered there were plenty of local vehicles available for the work.

A picture which well illustrates the difficulties of refuse collection in a busy town. This Dennis side-loader has had to halt near a car and a van parked by the kerb, leaving little room for the men to pass through the gap.

A GREATER proportion of Coventry's population of 281,000 is believed to be employed in factories than in any other major manufacturing centre. High factory wages create an acute shortage of labour for other industries, and this represents a serious problem for the public cleansing section of the city engineer's department.

Plans are well advanced for co-ordinating fleet operation and maintenance with the work of the heating and lighting section, the building works department and the highways section by the establishment of a central base in a new depot occupying about five acres at Foleshill Road, within a mile of the city centre. This development will greatly improve the efficiency of the maintenance department and reduce vehicle delays to a minimum, thus saving labour as well as increasing vehicle utilization.

Another method of economizing in labour is the increasing use of large-capacity refuse collectors and bulk containers. All the smaller refuse collectors will eventually be replaced by large-capacity vehicles, apart from a few side-loaders, which will be retained for odd jobs.

Co-ordinated Maintenance

The depot will soon be fully equipped. Maintenance of the cleansing vehicles will be co-ordinated with the repair and overhaul of the general haulage fleet (the combined total is more than 150 vehicles) and of the vehicles of other departments, such as gritting machines, tractors, loading shovels and motorcycles.

All the vehicles are now garaged at the central depot, with the exception of those on emergency rotas, and some repair work is being performed on the premises. Multiple strip-lighting units give ample illumination in the hours of darkness or inferior daylight, and radiant hot-water heaters will provide warmth throughout the winter.

A peripheral roadway will enable a one-way traffic system to be organized and this will ease congestion and avoid minor accidents. Under-cover garage space will obviate the necessity to drain radiators overnight and, apart from saving time, the change will

Eighty per cent. of Coventry's refuse is disposed of by controlled tipping. This Weatherill bulldozer is seen at work on a dumping ground, levelling the material.

B18



Bulk Refuse Vehicles

promote easy starting and improved battery life.

Formerly, radiators were filled with warm water in the morning, but a damp atmosphere created starting difficulties and resulted in the premature deterioration of the batteries. In normal service, batteries are liable to undercharging because of the long tick-over periods.

Controlled tipping is employed for more than 80 per cent. of the total tonnage carried by the refuse vehicles, the remaining 20 per cent. being delivered to the separation and incineration plant adjacent to the depot. This plant was built in 1910 and will be closed down in about three

years' time. It may be replaced by a small incinerator for the disposal of carcasses, confidential waste and so on.

Developments in the fairly near future will decide whether all refuse will be transported direct to the tipping sites, or whether a transfer depot will be established to handle a proportion of it. Although tipping sites will be available in the area for an indefinite time, the average length of haul is increasing, and a transfer depot may offer economies.

In that event, maximum-load four-wheelers will be used for a shuttle service between the depot and the tips. On average, refuse vehicles now travel 6½ miles on a round trip between



collectio
return j

The n
tion se
which
sludge-l
amount
reclama
north o
demand
is likel
30 years
Wyken

Refus
102,000
19,171 a

Of the
fleet, 23
having a
yd. and
22-25 cu
equipe
capacity
10 per ce
by Perki



A street
The use
a specia

Three S
engaged i
ainers fr
premises,
case of r
are filled t
the block
storeys, t
conveying
ainers, ho
level, and
for larger
Vehicle
enable the

collection point and tip, the longest return journey being about 10 miles.

The main tipping site is the corporation sewage works at Baginton, to which refuse is taken for building sludge-lagoon embankments. A lesser amount of refuse is tipped on a reclamation site at Wyken, in the north of the area, but whereas the demand for lagoon-building material is likely to continue for at least 30 years, the tonnage required for the Wyken site is limited.

Refuse is collected weekly from 102,000 premises within an area of 19,171 acres.

Of the 56 vehicles in the cleansing fleet, 23 are S.D. fore-and-aft loaders having a nominal capacity of 16 cu. yd. and a consolidated capacity of 22-25 cu. yd. Some have Powerpress equipment, which increases the useful capacity of the body by more than 10 per cent. The vehicles are powered by Perkins P6 oil engines.

Coventry, with its Many Factories Offering Attractive Pay and Conditions, Has to Exploit Modern Methods to Make Fullest Use of Cleansing Personnel

**By P. A. C. Brockington,
A.M.I.Mech.E.**

a special mounting frame so that they can be emptied into the body by full-angle tipping. Containers are transferred manually from concrete bearers at the chute bay or loading point to the vehicle by means of an elevating trolley of the garage-jack type.

A mechanically operated lifting device is employed to raise the container for attachment to the mounting frame, which also provides a seal, so

and five Karrier CK.3 petrol-engined vehicles of the same type and capacity. Approaching the end of their useful life after 10 years of reliable service, three Pagefield Paragon telescopic collectors of 15-cu.-yd. capacity will shortly be replaced by a modern type of bulk carrier.

Representing a tribute to the chromium-plated bores of Karrier CK.3 power units (which have been running since 1949), the chassis are being equipped with new bodies instead of replacing the vehicles, mainly because of the long wearing properties of the engines. Plastics shutters were fitted experimentally to one of the side-loaders some two years ago and are greatly appreciated by the workers because of the reduced effort required for manipulation.

Four Manuletric 1-ton vehicles with aluminium bodies collect refuse from three-men road-sweeping teams. The bodies have a long life, and their

cles to Combat Shortage of Labour

ed by a
posal of
d so on.
ly near
ll refuse
e tipping
spot will
proportion
s will be
ndefinite
haul is
spot may

ad four-
a shuttle
the tips.
ow travel
between



A street orderly depositing the contents of one of his trolley bins into a Karrier side-loader. The use of oil engines has enhanced operating economy, but tyre failures are common and a special type of cover is desired. Tyre costs for side-loaders average 2d. a mile.

Three S.D. vehicles are permanently engaged in the collection of bulk containers from flats, schools, business premises, hostels and so on. In the case of multi-storey flats, containers are filled by chute on the premises. If the block of flats has fewer than four storeys, tenants are responsible for conveying refuse to a battery of containers, housed under cover at ground level, and a similar system is employed for larger premises of other types.

Vehicle bodies are modified to enable the containers to be attached to

that the system gives dustless collection without undue complication.

Standard bins with a B.S.S. rated capacity of 3½ cu. ft. are employed, whereas the rated capacity of the containers is 34 cu. ft. In terms of vehicle-time and man-hours per cu. ft. of refuse collected, the system affords a valuable saving, and it is confidently envisaged that it will be increasingly applied over the years.

Smaller vehicles in the refuse-collection fleet include 12 Dennis 12-cu.-yd. petrol-engined side-loaders

use obviates painting costs as well as reducing weight.

This service is applied to part of the city area, the remainder being covered by manually propelled two-bin orderlies. All the standard orderly bins are being replaced by the light-alloy type to give easier working and to promote economy.

Gully-emptiers comprise two Karrier vehicles, two S.D. units and an Eagle. Equipped with high-capacity pumps, these vehicles can be employed as static emergency pumps, as well as mobile appliances for gully-emptying, cesspool-emptying, the collection of night soil, street washing and channel damping. Any emptier can be readily used for extinguishing tipping-site fires and for other work normally performed by a fire pump.

Special Body

Screened dust is collected from the separation plant by a vehicle based on an old Austin 7-ton chassis (originally fitted with a Lewin refuse-collector body) which is equipped with a special Eagle high-sided body. A Commer 5-ton tipping vehicle is employed for the delivery of clinker from the plant, and mechanical street cleaning is performed by three Karrier-Yorkshire sweeper-collectors.

The cleansing fleet averages about 35 miles per vehicle per day, the larger outfits completing three loads a day and the smaller vehicles four to five loads. This corresponds to an average speed of 4-5 m.p.h. over a 9-hour day.

Depending on the population density

of the particular district, a refuse collector is operated by a team of three loaders, in addition to the driver, or by four men and a driver. Every team of loaders has the benefit of a bonus scheme, by which a payment of 3d. per household is made if the total collected exceeds a given target.

The target is evaluated with due regard to the particular features of the district, and to prevailing working conditions, and is periodically adjusted by the cleansing superintendent to allow for variables.

Fuel-consumption records show that employing an oil engine more than



doubles the mileage per gallon. The average for the Karrier petrol-engined side-loaders is 5 m.p.g., compared with 10.4 m.p.g. for the Perkins oil engines of the S.D. bulk loaders. A similar improvement in consumption is afforded by oil engines fitted to general haulage 2½-ton vehicles, which give an average of 21-22 m.p.g. compared with 10 m.p.g. by petrol engines.

Most of the general haulage fleet comprises Thames 7-10-cwt. vans and Karrier-Bantam 2½-tonners, the latter being equipped with Rootes 2.1-litre oil engines. Special vehicles include a Thames 4-5-ton pantechicon, powered by a 4D oil engine, which is employed for the transport of exhibition equipment and so on. A number of vehicles is fitted with V.H.F. radio equipment.

A fully equipped sunken workshop with four angled pits is a particularly important feature of the new depot. A bench runs the full length of the

B20



(Above) A Karrier-Yorkshire sweeper in action. Three appliances of this type are employed. (Left) It is envisaged that more container vehicles of this S.D. type, seen collecting at a block of flats, will be employed in the future. The vehicle has a Perkins P6 engine.

workshop, and a number of above-ground benches is located in an adjacent area.

Other major plant includes the latest type of Bullows spray booth, and special bays are provided for battery and tyre maintenance. Equipment to be transferred from the old workshops includes a hydraulic lift (for oiling and greasing), a steam-jenny, a degreasing tank, and a variety of machine-shop, bodybuilding and garage tools.

The ready availability in Coventry of spare parts and of reconditioned power units is exploited to the full in the interest of economy by restricting stock, in the main, to fast-moving components. Engines are decarbonized after 6,000 miles, but no other intermediate overhaul is normally performed until the vehicle has completed 25,000 miles, when it is equipped with a factory-reconditioned engine. If, however, excessive oil consumption at a lesser mileage indicates worn pistons

or rings the unit is stripped.

All vehicles are docked after 1,000 miles for general inspection and tuning, and a more detailed inspection after 3,000 miles includes examination of brake facings and so on.

Engine lubricant is changed at 1,000-mile

intervals and is dispatched in bulk to a local company for reclamation under contract. This results in a reduction in volume of about 30 per cent. Shell medium-detergent oil is employed exclusively, and is supplied by the passenger transport department.

As with most cleansing fleets, tyre costs are high, the cause of failures being about equally divided between tread penetration and wall fractures. A special tyre for refuse collectors, giving a higher resistance to tread damage on tipping sites and to wall damage by kerbing in the collection areas, is obviously needed.

Tyre costs vary greatly from vehicle to vehicle, the average for the side-loaders being about 2d. per mile. In comparison, the total maintenance cost is around 4.4d. per mile.

The department have two Avery weighbridges to check the loads being taken to the incinerator. They can each accommodate weights of up to 30 tons.

The dra...
shown h...
turn in

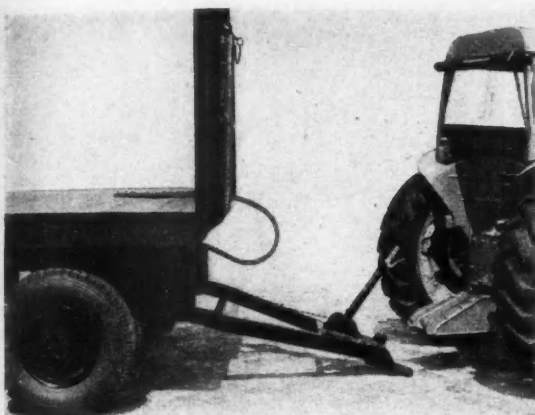
L
A NOV...
has
independ...
Wheelers...
stays are...
can the d...
tal positi...
rigidly he...

The ar...
15-ton tra...
to special...
solely eng...
port in c...
Power M...
tractors.

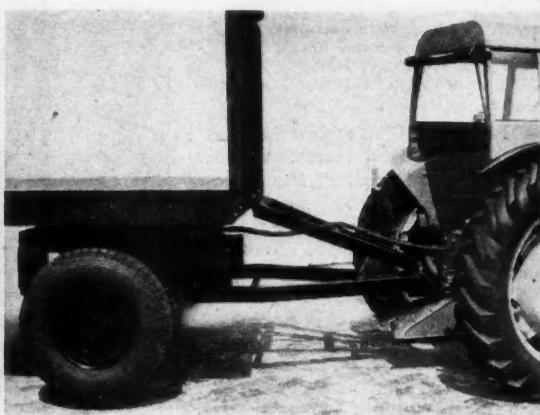
Because...
loading d...
the front...
capable of...
so that a...
trailer w...
attachmen...

AN ap...
Ltd.,
articulated...
vehicle of...
was grant...
week, by...
Licensing...
cation wa...
covered t...
specified...
8 cwt.

At the...
S. C. Co...
purchased...
unit in 19...
pany. Ho...
trailer, bu...
culties, a...
articulated...
when the...
company



The drawbar of one of the special Carrimore factory trailers is shown here in the released position. The turntable is free to turn in the normal manner. The locking stay is pinned to the trailer headboard.



When the locking stay is pinned to the drawbar, the complete forecarriage is held rigidly, and the front wheels of the trailer are lifted clear of the ground when the drawbar is coupled to the tractor.

Lockable Drawbar for Independent Trailer

A NOVEL form of drawbar assembly has been developed for use with independent trailers by Carrimore Six Wheelers, Ltd., London, N.12. Locking stays are incorporated whereby not only can the drawbar be locked in a horizontal position, but the front turntable is rigidly held in the straight-ahead position.

The arrangement is embodied in four 15-ton trailers being built by Carrimore to special order. The trailers will be solely engaged on internal works transport in conjunction with two Fordson Power Major oil-engined industrial tractors.

Because of a difficult approach to the loading dock, the customers specified that the front wheels of the trailers must be capable of being lifted free of the ground, so that all the front-end weight of the trailer was carried by the towing-pin attachment at the rear of the tractor.

Thus, the tractor-trailer combination could be reversed more easily into the loading-bay opening than would be the case if the trailer were a conventional independent unit. The locking arrangement is intended to be used only when the trailers are empty: after loading in the bay they will be towed out forwards with all wheels on the ground in the conventional manner.

The locking mechanism consists of a triangulated locking-stay assembly which is pivoted to the front of the trailer main frame. When the towing drawbar is used normally, the locking stay is secured to the steel headboard in a vertical position. To lock the drawbar and turntable, the stay is lowered and pinned to a lug at the front of the drawbar. With the pin in position, the drawbar is held rigid.

When the drawbar is locked, the towing eye slides up a short ramp at the back

of the tractor, adjacent to the towing pin, and as the eye rises up the ramp so the front wheels are lifted clear of the ground and the unit becomes, in effect, articulated.

The trailer hand-brake lever is at the front of the drawbar, so that the tractor driver may control coupling and uncoupling operations without leaving his seat.

The Carrimore trailers have 22-ft. by 7-ft. 5-in. decks with flush rave rails, so that pallet-loading methods may be employed. All wheels carry 8.25-15-in. (14-ply) twin tyres, which give sufficient load capacity for the slow speeds at which the trailers will be worked. Vacuum-operated brakes are employed at both axles, consequently the tractors are equipped with vacuum exhausters, and the turntable has a full-diameter double-row ball bearing.

Siddle C. Cook Succeed in Gaining New "Artic"

AN application, by Siddle C. Cook, Ltd., Consett, to substitute a new articulated vehicle of 13½ tons for a vehicle of similar weight on an A licence, was granted at Newcastle upon Tyne, last week, by Mr. J. A. T. Hanlon, Northern Licensing Authority. A previous application was adjourned when it was discovered that the original vehicle was specified on the licence at only 10 tons 8 cwt.

At the earlier hearing, in April, Mr. S. C. Cook stated that his company purchased the vehicle as an articulated unit in 1953, from a local haulage company. He licensed it as a tractor and trailer, but, because of steering difficulties, again converted it into an articulated vehicle. A mistake was made when the licence was renewed, and the company paid for a licence for a vehicle

at a heavier weight. To enable further information to be obtained, an adjournment was granted.

Last week, Mr. T. H. Campbell Wardlaw, for Cook, told the Authority that his clients had been in touch with the manufacturers of the vehicle. They confirmed that the chassis and cab weighed 6 tons 8 cwt, when it left their factory. It was specified as 4 tons 13 cwt. on the licence.

In evidence, Mr. Cook said that the company obtained the vehicle as a tractor and they had fitted a ballast-box to it. It was inspected and weighed, under police supervision, in December, 1956, and found to weigh a total of 13 tons.

Mr. Hanlon said that the vehicle had been specified on a licence application dated January, 1957, at 10 tons 8 cwt.

Mr. Cook said that it was definitely wrong and could not account for the discrepancy. "I raised 'holy steam' when I discovered the muddle," he added. Continuing, Mr. Cook said that he had always paid £235 for a licence, and there was no question of the vehicle being stripped down for weighing.

The vehicle had been disposed of in April this year, and the replacement was waiting to be licensed, said Mr. Cook. Since that date the A licence had been short of an articulated vehicle and semi-trailer.

Granting the application, Mr. Hanlon said that he was satisfied that there had been no fraud by Mr. Cook or his company. Taking into account the fact that the vehicle had been off the road since April, he felt that there was no need for any further action.

Thank heavens for moving floors, for refuse is getting bulkier every day. The extent to which vehicle development can keep pace with that of packaging, however, may be limited.

ALTHOUGH partisan interests have not been mute about the effect of thickening traffic congestion upon the bus and the delivery van, what is probably a more serious aspect of the problem has received scant attention. The stage has been reached in the centre of large cities when a breakdown in refuse-collection services, and thus a threat to the maintenance of public health, is almost imminent, and can be avoided only by drastic measures taken quickly.

Matters are worst in certain parts of London where a number of trends combine to produce ever-increasing difficulties for cleansing superintendents. They ask whether it is inevitable that the pattern be allowed to be repeated elsewhere, or whether painful lessons are to be ignored.



TRAFFIC CONGESTION—A TH

What are these trends? Traffic congestion means that the operation of municipal vehicles during the working day in the major thoroughfares is unthinkable. And neither is it easy in many side streets effectively narrowed by parked cars.

The lot of the driver of a refuse collector is to be abused with varying degrees of acerbity throughout his every stint by impatient motorists held up when he makes his calls—and who can blame him if he answers back?

Early Start

One solution is to make an early start before the morning rush hour, but steadily over the past few years the peak, so far as the entry of car owners into the city is concerned, has crept away from 9 a.m. to nearer 8 a.m. The commuter sets out ever earlier to find his parking space, choke the streets, and impede such servants as the refuse collector.

Starting at, say, 6 a.m. it was just possible about a year ago for municipal vehicles to beat the morning rush and collect from those premises impossible of access during the busy part of the day. Because of the shift of the time of the appearance of the all-day parker, this is impossible today, or at least it would be in some instances without a certain blindness of eye on the part of the police. Many "early" rounds are protracted into the peak of the rush hour itself or even past it.

B22

Surely, then, they should start even earlier? Not a simple answer. A shift is of stipulated length. If begun an hour earlier before the rush, too little time would be left after it until the end of the shift for the back streets and squares to be served. Double shifts and night shifts, as are, indeed, practised, suggest themselves, together with their attendant drawbacks, not least of which is cost.

Other peculiar difficulties are represented by the enormous office blocks being erected on sites where previously only three- or four-storey buildings stood, and the abandonment of solid-fuel heating in favour of oil firing and electricity.

Added to these is the general tendency towards the diminishing density of refuse to

which modern methods of packaging contribute. Years ago one bought a bar of soap—simply that. Today one peels off two or three layers of fabric before getting to the fabulous pink pupa within.

Even when there was nothing but Victorian buildings, the yield of refuse from premises in the major commercial streets made daily collections imperative. With land values at around £200,000 an acre, nobody has ever allowed more room for dustbins than necessary, so that collections at



Even the introduction of more complex types of compaction refuse collector can be negated by the choking of the streets with parked cars. This appliance can get through the gap, although while it waits it holds up anyone behind.

June
less than
the rule
Now,
blocks
ing up
up. Th
in hand
into se
pounds.
Altho
ciently
assum
area is
four tin
of refu
and con
be need
An e
is the
of the
type o
offices,
was a
extent
apprec
The

TH



is that
of ref
largely
thems
there i
on wh
paper
staff
bulky
once v
The
last re
fuel:
that th

less than a daily frequency have been the rule for many years.

Now, however, 12-storey office blocks each capable of accommodating up to 7,000 people are sprouting up. The value of construction work in hand in the centre of London runs into several hundreds of millions of pounds.

Although each building has sufficiently large storage for its own refuse, assuming daily clearance, if a certain area is covered with buildings three or four times as high as before, the yield of refuse will be that much as great and correspondingly more vehicles will be needed to remove it.

An even more aggravating condition is the almost complete disappearance of the solid-fuel fire. The domestic type of grate found in many older offices, and even the solid-fuel boiler, was a great destroyer of refuse to an extent that is only now becoming appreciated.

The fact that has become apparent

More Refuse to Collect as Choking of Streets Slows Down Vehicle Operation: Drastic Measures Needed Soon to Avoid Breakdown

valuable objects of extreme rarity.

This poses the question whether large new buildings should be required to have incinerators to reduce the volume of their refuse, and thereby compensate for the multiplication of yield that they create. As incineration, however, conflicts with smokeless-zone legislation, a preferable alternative might be the installation of baling presses.

A great opportunity to relieve collection difficulties is presented here. The existing methods of dealing with refuse are not appropriate to modern, sophisticated essays in architecture, suitable though they may have been for the buildings now being replaced.

comes, at least 60 years hence, for their demolition.

What other steps can be taken? The design of refuse-collection vehicles themselves presents an obvious approach, the endeavour being to get a quart into a pint pot. If the customer cannot or will not reduce the density of his refuse, then the refuse collector has to do it for him. Hence the variety of compaction types of vehicle that has been produced.

They have their disadvantages. Some are noisy; others drink fuel; and, perhaps, they all take a little longer to make their rounds, when time is precious, than a simple container vehicle does. Initial cost, maintenance expenses and reliability may be left aside, because these types succeed in what they are supposed to do—to make one vehicle do the job of two or three.

Under present conditions, is this sufficient? Or will the volume of refuse amount to such mountainous propor-

N—A THREAT to PUBLIC HEALTH

of packaging
ne bought a
Today one
ers of fabric
bulous pink

nothing but
eld of refuse
or commer-
collections
values at
nobody has
for dustbins
collections at



**By
Alan
Smith,
F.R.S.A.**

Major thoroughfares must be served before traffic becomes really dense, otherwise a situation like this creates displeasure. The task, however, becomes less feasible as car commuters tend to arrive ever earlier.

If such legislation were passed, no new principle would be invoked. Something to take

is that in bygone days the problem of refuse disposal was dealt with largely by the occupiers of premises themselves by incineration. Today, there is often no longer the open fire on which to toss the odd scraps of paper and cardboard, and cleansing staff even find they have to collect bulky pieces of old furniture which once would have been burned.

The British Museum is one of the last remaining buildings burning solid fuel: somebody has wryly suggested that they should keep their cinders as

the place of the solid-fuel fire as a destroyer of refuse is required, a need made more urgent by the hugeness of modern buildings.

But even if the desirable measure could be enacted within a few years, the effects would not be complete for a lifetime. The adaptation of those buildings which have already been erected, with the necessary plants and shafts, is, in most cases, probably out of the question, because of the nature of their design. The problem they present today will exist until the time

tions, and the difficulties of even travelling to the collection points grow to such an extent, that any amelioration which can be offered by vehicle designers is outstripped?

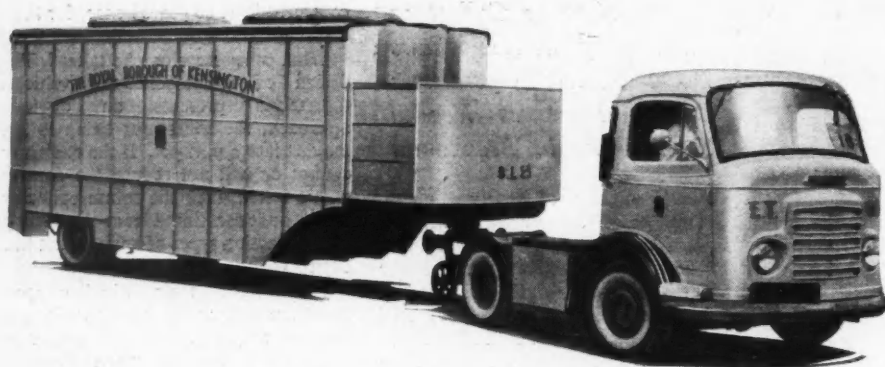
It is too easy to suggest that the problem could be overcome simply by the provision of more vehicles. One drawback alone is that of garaging. Again because of land costs, the accommodation of vehicles right in the centre of London is expensive, even if the space for them can be found.

Complete Reorganization

Increasing support is being found for proposals for the complete reorganization of cleansing services under one authority. Many of the practical handicaps which hamper operational efficiency could be removed if services covering a large area were under single control, instead of being divided into zones with boundaries of political significance only.

It does not seem rational, for example, that one end of a street should be served by one corporation and just a few premises at the other end by the neighbouring municipality. A great deal of resistance will, however, have to be overcome before such a radical change can be made.

These proposals stand in their own right as leading to a logical development. Current difficulties such as I have described lend it urgency.



Kensington Borough Council have had over 20 years' experience with battery-electrics on cleansing work. The present fleet, which carries out all house-to-house collection, consists of Karrier Bantam tractors, converted to electric traction by Smith's Delivery Vehicles, Ltd., coupled to barrier-loading semi-trailers.

Should *ELECTRICS* Be IGNORED?

WHY has the battery-electric vehicle been neglected so long for house-to-house refuse collection? Apart from a handful of cleansing authorities using electric vehicles, petrol and oil engines, which are not ideally suited for this type of operation, reign unchallenged.

In urban areas at least, where mileage to and from the start and finish of the collecting run is normally small, the battery-electric with its smooth acceleration, ease of driving, silence and cleanliness offers marked advantages.

Admittedly, the electric is inferior to internal-combustion-engined vehicles in performance, but in our congested cities where the average speed of traffic flow ranges from 8-12 m.p.h., there is little point in having refuse vehicles with top speeds of over 40 m.p.h. as is commonly the case. In congested areas, the 10-15 m.p.h. electric will not be far behind.

A more serious disadvantage is the limited range and consequent inflexibility of the electric. However, refuse collection is normally carried out on carefully observed schedules into which a battery-electric with a range of 20-30 miles could be accommodated without undue difficulty.

Charging Time

Intensive employment of electric vehicles presents problems, as about 12 hours out of each 24 must be allocated to battery charging. Thus, if a vehicle is to be used more than 12 hours a day, it is necessary to have stand-by batteries. As traction batteries for a large electric vehicle may well cost £500, this can be an expensive provision.

Expense, of course, is one of the factors which has weighed most heavily against the electric vehicle. Initial capital cost, including batteries and charging equipment, is bound to be higher than that of comparable internal-combustion-engined vehicles. Yet there is no doubt that the electric can recoup this extra capital during its long working life.

n24

Both Westminster City Council and the Royal Borough of Kensington have been using electric vehicles for refuse collection since the mid-30s. The Morrison units used by Kensington, most of which were acquired in 1937, have been taken out of service only during the past year, not because they were worn out but because of changing operational requirements.

At Westminster the original Electricar-Scammell mechanical horses have now

Two Authorities with Long Experience of Battery-electrics Provide Convincing Arguments for Their Wider Use: Projected Developments Could Increase the Electric's Attraction

By Anthony Ellis

completed about 25 years' service. Replacements are now being sought for them, largely because of the impossibility of obtaining certain spare parts, such as axles, for these chassis. The depreciation period for petrol- and oil-engined vehicles in the Westminster fleet is normally seven years.

Both authorities suggest that maintenance and running costs of their electric vehicles have been much lower than those for petrol- and oil-engined units in their fleets.

The batteries, which normally last longer than their four years' guaranteed life (Kensington expect them to remain efficient for seven years with careful maintenance) can be regarded as fuel purchased in advance and can be included in the fuel cost. It is reasonable to assume that the electric vehicle's overall running costs might be 30 per cent. less than those of a comparable oil-engined unit.

Chassis maintenance is reduced by the simplicity of the motor, the elimination of the clutch and gearbox, and the reduction of stress on the chassis and body arising from the low speed of the vehicle and the almost complete lack of vibration.

The motor, in particular, requires little attention and those fitted to the Westminster Electricars are destined to be transferred to new vehicles when these are obtained.

Adding to the high initial cost of large battery-electric vehicles is the absence of ready-made designs. Westminster and Kensington have both been forced, in their search for replacement vehicles, to persuade individual manufacturers to produce special vehicles for them.

Kensington's relatively simple need for a tractor capable of hauling 9-ton gross train loads was met by the Karrier Bantam motive unit converted to electric traction by Smith's Delivery Vehicles, Ltd. No extensive chassis modifications were required, whilst the batteries were slung outside the chassis longitudinally between the back of the cab and the rear wheels.

Adequate Axle

Even the standard Karrier low-ratio rear axle proved adequate for the new model. Because the Karrier chassis is so suitable, the electric version costs less than £500 more than the petrol-engined model.

By using a relay system, Kensington employ the electric tractors solely for actual collection work. Apart from going out to the start of the collection route in the morning and returning to the depot at night, they do no extensive non-stop mileage.

The barrier-loading semi-trailers used with them are exchanged when full for an empty semi-trailer which has been brought into position by a petrol-engined tractor. The latter vehicle then takes the laden semi-trailer to the disposal point. Thus, the electric tractor's maximum

(Continued on page 619)

Borough
had over
experience
electricians on
ork. The
et, which
ll house-to-
on, consists
ntam tract-
d to electric
smith's De-
cles, Ltd.,
carrier-load-
trailers.

D?

ced by the
mination of
e reduction
body arising
cle and the
ion.

quires little
the West-
ned to be
when these

st of large
absence of
inster and
forced, in
ehicles, to
cturers to
nem.

le need for
9-ton gross
e Karrier
to electric
ehicles,
odifications
eries were
ngitudinals
nd the rear

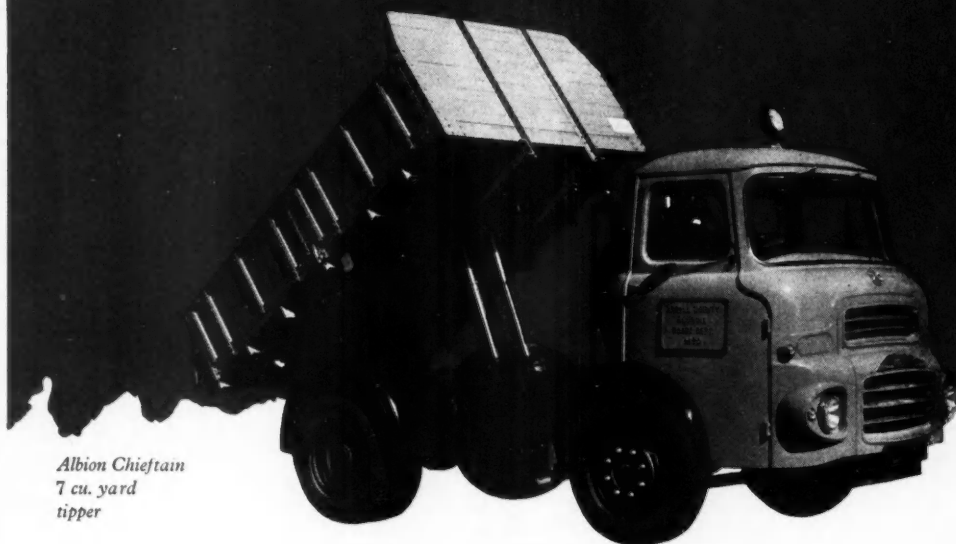
low-ratio
or the new
chassis is
a costs less
rol-engined

Kensington
solely for
part from
collection
turning to
o extensive

ailers used
en full for
has been
rol-engined
n takes the
osal point.
maximum
9)

It costs far less to operate

Albion MUNICIPAL TRANSPORT



Albion Chieftain
7 cu. yard
tipper

The fact that Albions cost less to run has been proved by many Local Government Transport Officers over many years.

Put one of these tough, reliable, quality-built trucks on the job and from the first turn of the wheels you start a new era of low-cost transport.

Fuel consumption drops . . . the 7-ton Chieftain, for instance, normally returns 15-16 m.p.g., and many operators claim even higher figures. Maintenance

charges drop . . . a major overhaul under 250,000 miles is almost unknown for Albions. But what remains constantly high is the Albion's wonderful mechanical reliability. No amount of stop-start operation—commonly experienced on municipal work—makes the slightest difference. It just keeps up a steady non-stop service for year after year.

That's why Albions are easy on the pocket to run. And to buy? Just as easy—almost unbelievably so in fact.

Albion's range of municipal transport includes:

Gully Emptiers
Lorries
Vans for school meals

Refuse Collectors
Police Vans
School Buses

Tipping Wagons
Mobile Libraries
Tower Wagons

ALBION MOTORS LTD. SCOTSTOUN GLASGOW



Sales Division: Hanover House,
Hanover Square, London, W.1.
Tel: MAYfair 8561

*Albion
Claymore
underfloor-
engined 800 gal.
gully emptier*

*Albion Nimbus
underfloor-
engined 41-seater
school-children's
bus*





Carriload 37

NOW W

There is gr
meets the r
are the tyre

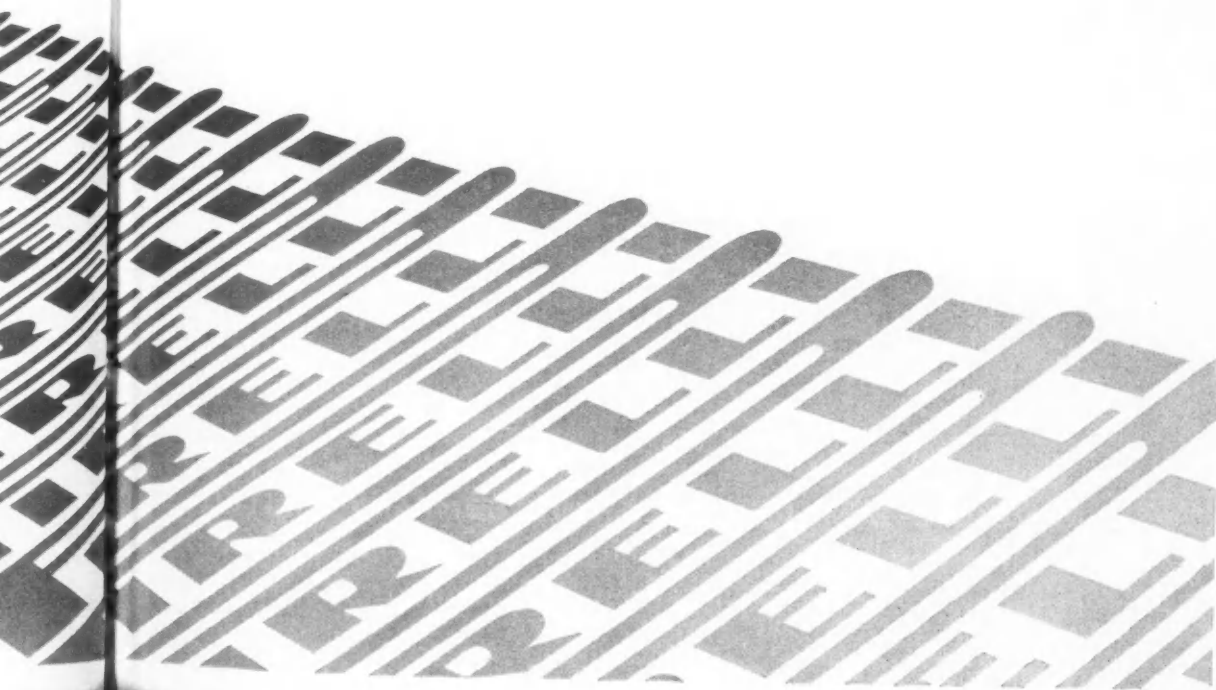
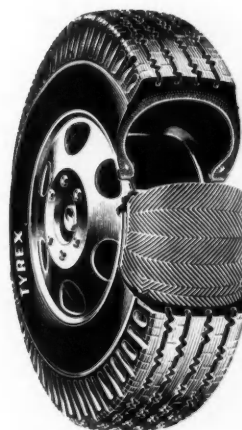
TYREX is the new
impact resistance.
makes more re-mo

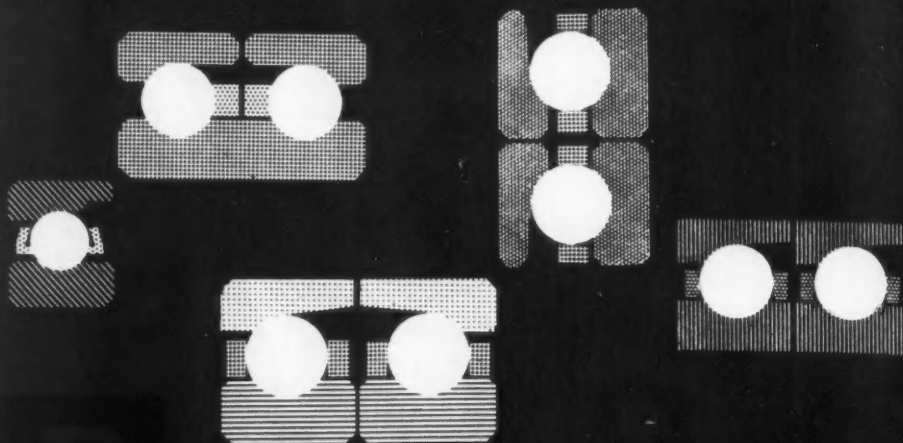
Now WITH **TYREX**

Certification Mark

There is greater mileage in these tyres. More rubber meets the road. The treads grip more efficiently. These are the tyres for economy.

→
TYREX is the new tyre cord which gives cooler running to tyres plus more flex and impact resistance. By preventing tyre growth TYREX lengthens the life of the tyre and makes more re-moulds possible.





R & M ANGULAR CONTACT BEARINGS...

...one of the basic types from a range of full and parallel roller bearings designed to meet every speed, load and application.

Angular
Contact
Bearings
are
available
in
single
row
and
double
row
types

- Can be mounted so that all play is removed from an assembly.
- The design gives high load carrying capacity since more balls can be accommodated than is possible in a standard journal.
- The balls are held in place by a shoulder to provide the exact assembly requirement.
- They are able to provide rigidity and the ability to take thrust in both directions.
- They are the preferred method of shaft support in many applications.
- They provide a compact self-contained unit with capability to carry heavy thrust and thrust loads at high speeds.
- They also have the same load capacity as two single row bearings, with the advantage of reduced space.



RANSOME & MARLES BEARING COMPANY LIMITED
NEWARK-ON-TRENT • TELEPHONE 456 • TELEX 37-626
BRANCHES • OFFICES AND AGENCIES THROUGHOUT THE WORLD

56

J

C



LE

LE

567,557 MILES
JUST 167,557
OVER THE ODDS

**MARCH '57**

"we confidently expect our Leylands to reach 400,000 miles"

MARCH '60

"top mileage noted to date is 567,557"



Leyland

TITAN

for
 record-
 breaking
 reliability

LEYLAND MOTORS LTD.

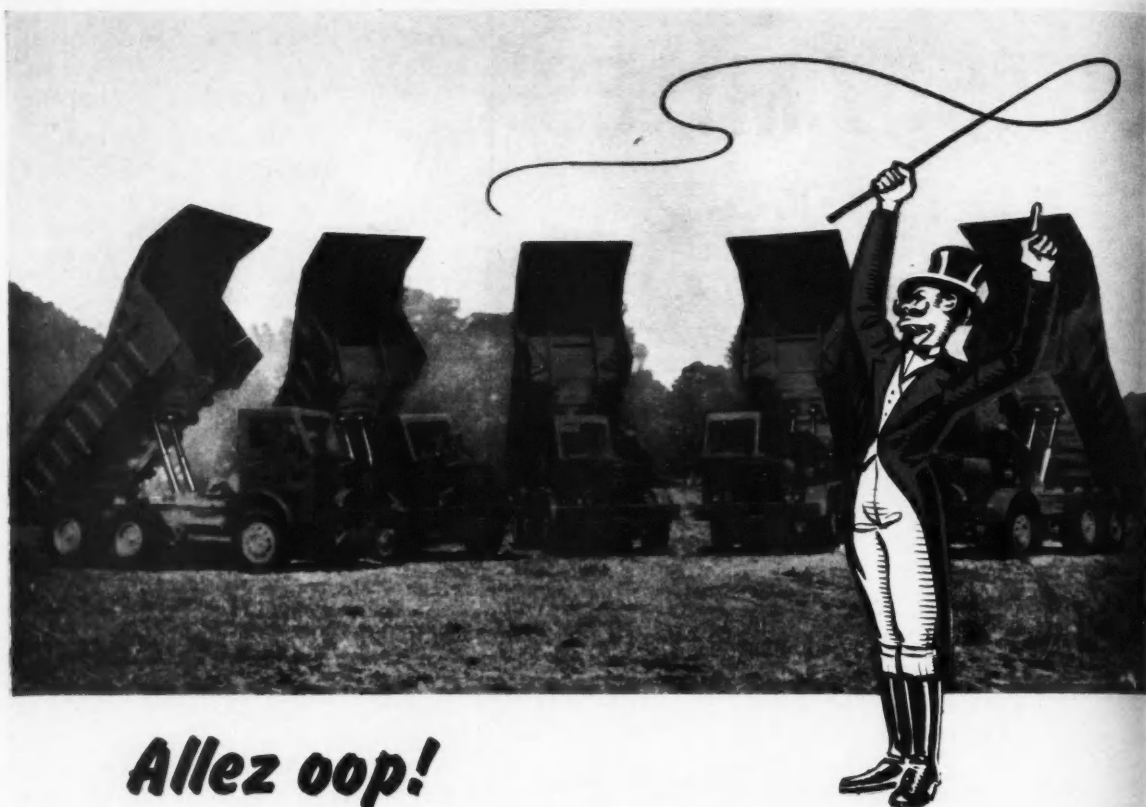
LEYLAND, LANCS. Sales Division: Hanover House, Hanover Square, London, W.1. Tel: MAYfair 8561

In March 1957, Mr. W. C. Wilson, M.Inst.T., M.I.R.T.E., General Manager of Stockton Corporation Transport Department, which operates Leyland Titans, said: "there seems no reason to carry out major overhauls at fixed mileages . . . we confidently expect our engines to reach 400,000 miles".

Events proved Mr. Wilson to have been over-cautious. Today, with only limited maintenance, more than one of his engines have passed the half-million mark. The top mileage is 567,557, and the only major attention on this engine was the fitting of new rings and a new set of pistons and liners at 347,268 miles. And in Mr. Wilson's own words: "the m.p.g. is still surprisingly good".

Such mileage for a passenger vehicle operating arduous stop-start city services . . . plus excellent fuel consumption figures, all-round reliability and keenly competitive price prove that the overall cost of the Leyland Titan is lower than any other bus of similar capacity.

Except, perhaps, the buses which Leyland are building for the future. We anticipate that they'll return even better figures—for you we hope.



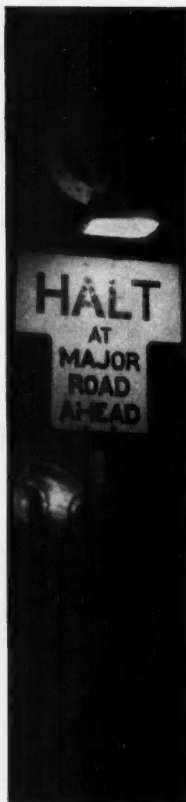
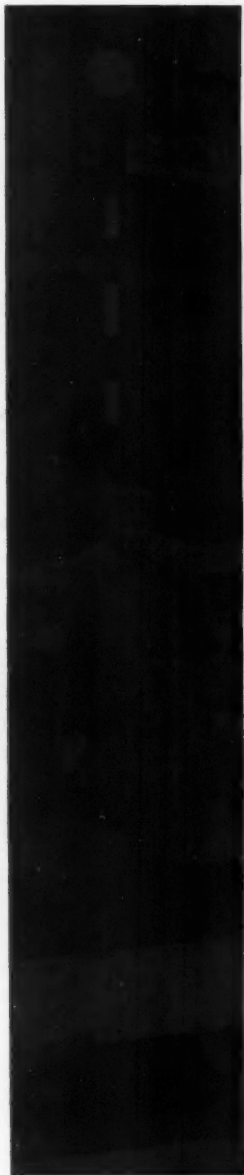
Allez oop!

In a setting reminiscent of the Circus these massive Dumpers, all fitted with Pilot Hydraulic Tipping Gear, like their counterparts of the Big Top, strong, sturdy and utterly reliable are part of a first consignment of some 47 Atkinson Vehicles recently delivered to South African Railways. If further evidence of the superiority of this Combination of Vehicle and Tipping Gear were required a further, recent, order for 14 more is justification itself.

In addition to their range of Tipping Gear, Pilot Works Ltd. specialise in the production of Bodywork of all kinds. Whether made from Wood, Alloy or Steel, of special design or to standard requirements, only the finest materials and craftsmanship go

into the construction of these bodies so that they will stand up to all the hard work and rough usage to which they may be subjected. Write for particulars of standard, wooden Body sizes and capacities, and weights and measurements of Materials.





everyday
hazards...

CAPASCO



takes care of the braking

NON-FADE MOULDED BRAKE LININGS & CLUTCH FACINGS



THE CAPE ASBESTOS COMPANY LIMITED

114 & 116 Park Street, London W.1. Telephone Grosvenor 6022

TA3696

Firestone

SUPER TRANSPORT

tyres will cut your costs

Firestone

SUPER TRANSPORT

tyres will cut your costs

Firestone

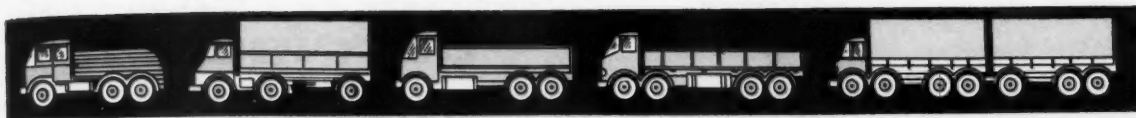
SUPER TRANSPORT

tyres will cut your costs

ASK THE OPERATORS WHO USE THEM

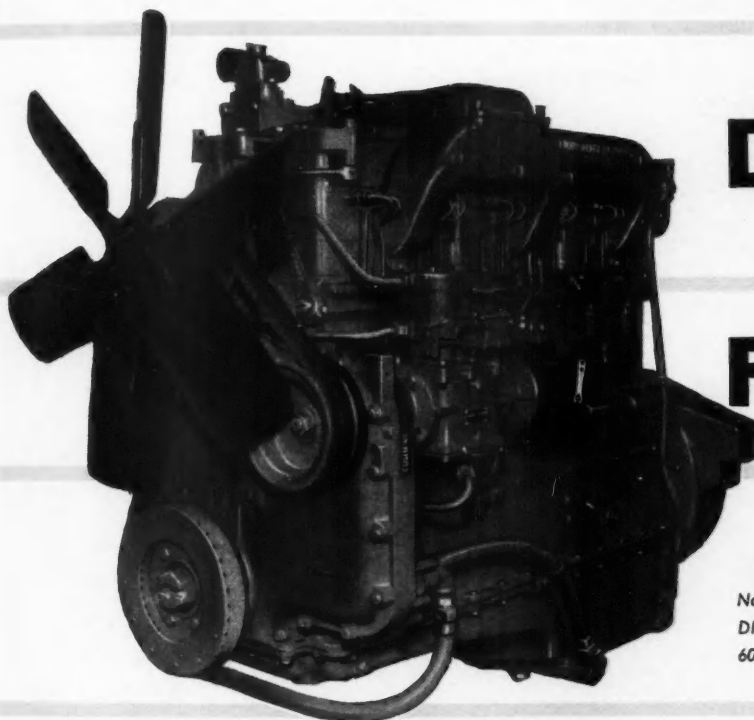


FOR YOUR NEW EQUIPMENT



specify

CUMMINS*



Diesel Power

BRITISH-BUILT

CUMMINS POWER RANGE

Naturally-aspirated, supercharged or TURBO-DIESEL engines are available from 105—600 h.p.

See what you gain: Cummins exclusive PT* fuel system is the simplest in the world — less maintenance, less downtime. Cummins positive dirtproofing system prolongs engine life. Cummins TURBODIESEL* engines extract more miles from every gallon of fuel. There are parts and service with Cummins-trained mechanics all over the world. And, of course, there's the proven fuel economy that means more profit in every load.

CUMMINS ENGINE COMPANY LTD

Sales Office:
34 St. James's Street,
London, S.W.1
Tel: TRAfalgar 5561


CUMMINS

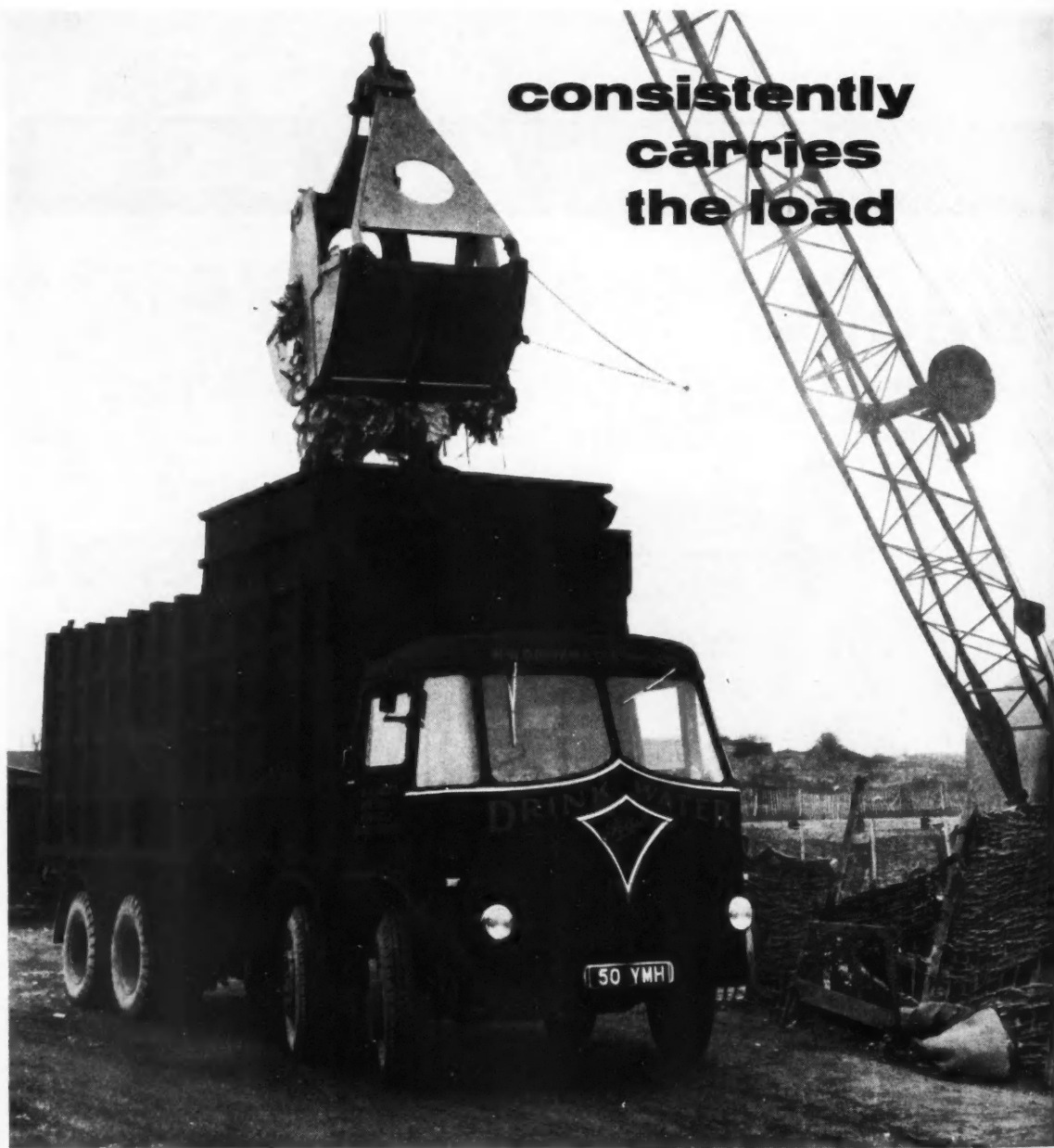
Factories:
Shotts, Lanarkshire, Scotland.
Columbus, Indiana, U.S.A.


MORE PROFIT

U.K. Distributors:
Cummins Diesel Sales
& Service Ltd.

* Trade Marks of Cummins Engine Company, Inc.





**consistently
carries
the load**

Foden 8-wheeled chassis and cab, fitted with a Dempster Compaction Unit, supplied and mounted by Messrs. Powell Duffryn Engineering Co. Ltd. of Cardiff.

This Foden 8-wheeler Bulk Refuse Carrier is one of a further order of four new vehicles placed by Messrs. W. W. Drinkwater Ltd., one of Foden's oldest customers. They operate some 40 Foden 8-wheelers in their business of general haulage contractors specialising in sand and ballast and bulk refuse disposal. They show their continued faith in the consistent reliability of Fodens by placing further orders.

London Sales Office: 139 Park Lane, London W.1. Telephone: Grosvenor 5932

FODENS LIMITED ELWORTH WORKS SANDBACH CHESHIRE

Telephone: Sandbach 644 (12 lines) Telegrams: "Fodenway" Sandbach



speed of 1
and its rate
to which it
With s
trailers, the
power for
However,
ber of
which in
mechanism
of taking
batteries to
semi-trailer
power the
Westmin
semi-trailer
These bo

As a p
tractor
for a y

operate th
pression b
the semi-t
is taken f
the tractor
would ot
capacity.

Unlike
vehicles c
collection,
from the
the capac
(26 cu. y
area cover

Whilst
capacity i
a refuse
intermitt
impractic
for a con
mechanism
rotary des
to a batt
be driven

Westmi
use of ele
only. T
thought
powered

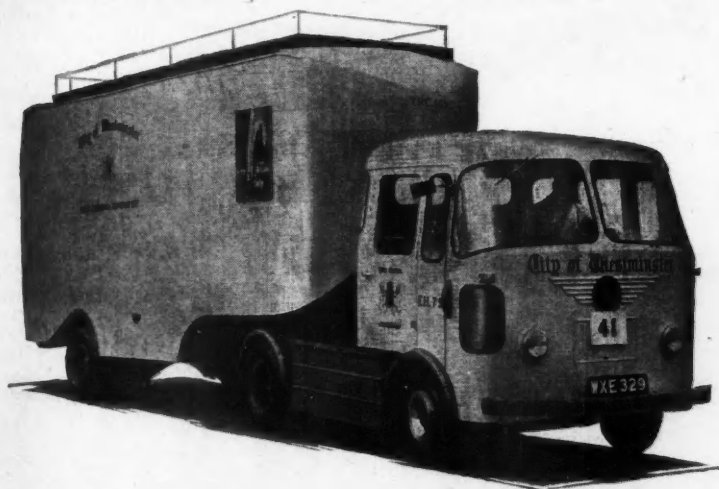
speed of 10 m.p.h. is entirely adequate and its range is conserved for the work to which it is most suited.

With simple barrier-loading semi-trailers, there is no problem of supplying power for the operation of the body. However, Kensington also have a number of container-loading semi-trailers which incorporate hydraulic lifting mechanism. To avoid the complication of taking power from the traction batteries to operate this mechanism, the semi-trailers carry their own batteries to power the electro-hydraulic gear.

Westminster use Eagle Compressmore semi-trailers with their electric tractors. These bodies require high power to

in existence. The semi-trailers on which this equipment is fitted carry separate sets of batteries to power the electro-hydraulic mechanism.

Pulled by electric tractors, these semi-trailers can carry out their work in almost complete silence. This is regarded as essential as watering has to be carried out in the early morning in residential areas. This consideration applies also to refuse collection, early morning rounds being increasingly favoured to avoid daytime traffic congestion. Residents in the area covered by Westminster Cleansing Department are indeed fortunate and the authority's example could well be followed by others.



As a possible replacement for their 25-year-old Electricar-Scammell battery-electric tractors, Westminster City Council have been testing this prototype Seddon tractor for a year. It has a crew cab and can haul train loads of 15 tons and more on fairly level terrain.

operate the hydraulically actuated compression barrier. In this case, power for the semi-trailers' electro-hydraulic system is taken from the traction batteries on the tractor. These are larger than they would otherwise be to provide extra capacity.

Unlike Kensington's, the Westminster vehicles carry out all phases of refuse collection, but mileage running to and from the disposal point is reduced by the capacity of the compression vehicles (26 cu. yd.) and the relatively compact area covered.

Intermittent Power

Whilst it is feasible to supply extra capacity in the main batteries to operate a refuse body which requires power intermittently, it would probably be impracticable to make similar provision for a continuously operating compression mechanism such as the Kuka and Haller rotary designs. If these bodies were fitted to a battery-electric chassis they could be driven by small auxiliary engines.

Westminster have not confined their use of electric power to refuse collection only. This authority has what are thought to be the only electrically powered gully and street watering units

Westminster's requirements for new vehicles to replace their existing Scammells have proved more difficult to meet than the needs of Kensington. The tractors specified had to be capable of pulling gross-train weights of 15 tons, albeit over fairly level terrain. No standard chassis appeared suitable for adaptation and it was recognized that a special model would have to be devised.

Seddon Prototype

The only prototype obtained so far, which was shown at the Institute of Public Cleansing Conference in 1959, was produced by Seddon Diesel Vehicles, Ltd., who provided the chassis and cab only. The electric motor used was taken from one of the existing Electricar-Scammells and fitted to the vehicle in the cleansing department's workshops.

Although the attractive Seddon design has not been ordered in quantity yet, it is an indication that specific demands for electric vehicles can be met without too great difficulty.

It is interesting that the isolated cases of demand for large battery-electric vehicles which have arisen in recent years have been met, in the first instance, by manufacturers of internal-combustion-

engined vehicles. The electric-vehicle industry have not taken these opportunities to extend their activities—and who can blame them?

The localized structure of public cleansing in this country has led to the use of an extraordinary diversity of equipment. The total lack of standardization and excessive individuality apparent in this field make it extremely difficult for anyone to assess a general demand.

Risk Unacceptable

It would be an unacceptable risk for a manufacturer, well versed in constructing electric delivery vehicles for payloads up to 2 tons, to embark on developing a chassis suitable for refuse collection on the strength of an order for a handful of prototypes.

However, it is encouraging that there are new electric vehicles available. Now that cleansing authorities who have changed to oil-engined vehicles have experienced greater capital outlay to improve long-term economy, it may be that when their new oil-engined vehicles reach the end of their useful life, they will be replaced by electric vehicles.

Meanwhile, developments in electrical storage methods could result in more compact, lighter batteries giving better performance and range to increase the attraction of the battery-electric. Even in the past year the Exide Ironclad battery with Gauntlet plate construction has come on the market. This battery, compared to conventional types, can save about 30 per cent. in space and weight.

Servalco Motor

A filip for the battery-electric may be provided by the novel Servalco printed-circuit motor. This unit, which is more simple than conventional types and easier to manufacture, should be cheap. It has a relatively large diameter in proportion to its length and, as it is suitable for slow-speed operation, could be mounted within the wheels to simplify transmission requirements.

Whilst the Gauntlet battery is in use and the Servalco motor should be available shortly, fuel cells which, when fully developed, could provide a tremendous boost for the electric vehicle, are still in the early experimental stages. These units, which convert chemical energy direct into electrical energy at a very high efficiency, are occupying research teams both in this country and the U.S.A.

It is thought that cells using hydrogen as a fuel may be available for special applications in five to 10 years, but that they will require a great deal more development before they are small and powerful enough to be used extensively in road transport.

These developments indicate that the evolution of the battery-electric vehicle is far from stagnating and, indeed, may make important advances within the next decade. For public cleansing it should be regarded as a serious and attractive competitor to other prime movers.

The raised roofline of the production Atlas van is advantageous for an ambulance conversion, as it provides adequate headroom without the need for major structural alterations.

BECAUSE of its vice-free suspension, the Standard Atlas 10-12-cwt. van makes a good basis for an ambulance conversion. Another valuable attribute for this type of operation is the high degree of manoeuvrability afforded by a 33-ft. swept turning circle.

The layout of the standard 180-cu.-ft. van body demands the minimum of modifications. Indeed, the Lomas conversion tested by *The Commercial Motor* affects the production body only to the extent of incorporating side windows, a folding step at the rear, and an additional roof ventilator. All other items necessary are merely added to the standard shell.

The small engine does not present any disadvantage for ambulance work.

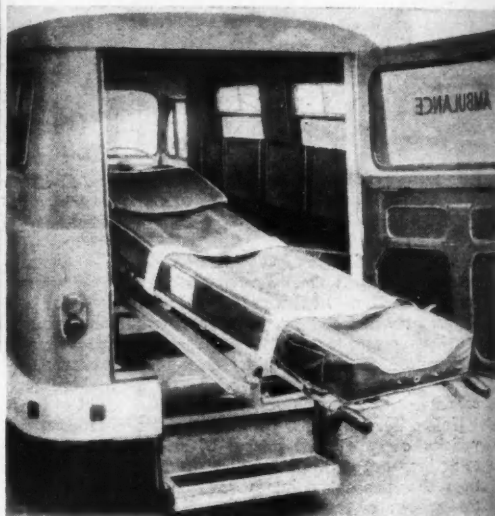


Atlas Ambulance is Smo



(Left) The compact dimensions of the Standard-Lomas ambulance make it easy to negotiate narrow gaps in traffic. The ambulance is seen here being driven through a space only 7 ft. 8 in. wide.

(Left) The compact dimensions of the Standard-Lomas ambulance make it easy to negotiate narrow gaps in traffic. The ambulance is seen here being driven through a space only 7 ft. 8 in. wide.



(Right) The Lomas stretcher-loading gear fits neatly into the Atlas body, and loading and unloading the stretcher is an easy operation. The wide, single rear door assists in this respect.

By John F. Moon, A.M.I.R.T.E.

partly because it is mated with a first-rate four-speed synchromesh gearbox. The test ambulance was able to reach 30 m.p.h. from a standstill in 13 seconds and its maximum speed was in excess of 60 m.p.h. It is easy to cover long distances at average speeds in excess of 40 m.p.h.

Fuel economy is good, too. Town operation in thick London traffic resulted in a rate of 22.5 m.p.g., which was improved to 30.2 m.p.g. when running non-stop along a country route without exceeding 35 m.p.h.

During a 472-mile test, 19.8 gallons of fuel were used, giving an overall

consumption rate of 24 m.p.g. while carrying the equivalent of two patients and an attendant in addition to myself. As an ambulance may spend much of its life running empty, an overall figure not far short of 30 m.p.g. should be realized under typical service conditions over a period of months.

For their conversion Lomas use the export vehicle, the main difference between this and the home-market model being the provision of a passenger seat, second windscreen wiper and sun visor, and hinged cab doors. A cab heater, laminated-glass windscreen

and heavy-duty dampers are also fitted and the standard 6.40-13-in. (4-ply) tyres are replaced by 6-ply equipment of the same nominal size.

There are five Lomas conversions of the Standard Atlas. My test vehicle was the Interior A conversion, which provides a Lomas stretcher with patented loading mechanism on the near side and a Lindsey longitudinal convertible seat for three sitting cases, plus an attendant's seat with tip-up cushion, on the off side, together with a portable first-aid kit, set of splints, Thermos flask in holder and a blood-transfusion bottle holder.

The fra
be adjust
stretcher.
stretcher
ment carr
with wide
Another
has specia
gear on
tions mak
accommo
provide f

(Right) A
small en
notably
keep pa
encounte
(Below)
able he
framing



A turning circle of 29 ft. and a 33-ft. swept circle mean that the Atlas ambulance can manoeuvre in confines which would be prohibitive to larger vehicles.

Lomas Ambulance Conversion of Standard Atlas Van is Quiet, Highly Manœuvrable and Proves Suitable for Both Town and Country Working

test equipment aboard, the ambulance grossed slightly more than would normally occur in service and was $\frac{1}{2}$ cwt. over the maximum weight recommended by the manufacturers.

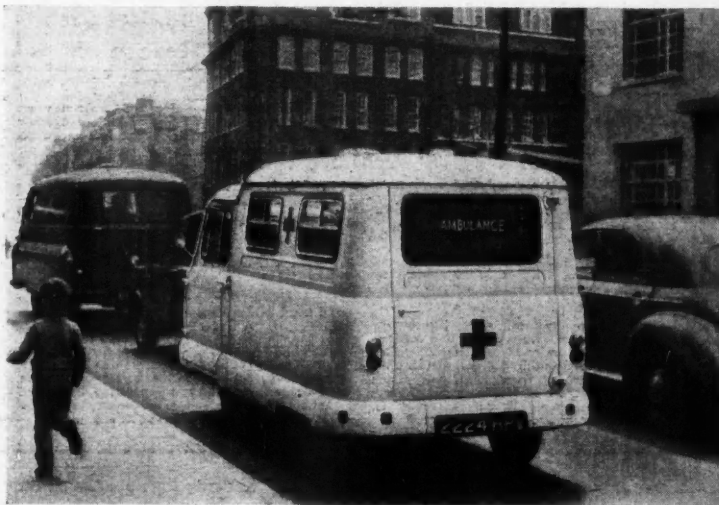
All the performance figures reached a particularly good standard for an inexpensive vehicle. Braking, for example, was exceptionally good. Weight distribution was such that no

ce is Smooth and Nimble

The framing of the Lindsey seat can be adjusted to take a Furley folding stretcher. The Lomas light-alloy stretcher has an adjustable head movement carrying a Lomas bed and pillow with wide webbing body straps.

Another conversion—Interior. H—has special lightweight double stretcher gear on the rear side. Other variations making use of Lindsey seats can accommodate up to eight patients, or provide four seats and a stretcher.

(Right) Although having only a relatively small engine, the laden ambulance was notably lively in London traffic and could keep pace with anything likely to be encountered under such conditions. (Below) The stretcher bed has an adjustable head support, and beneath the framing are housed splints and a first-aid box.



In all cases, there are two purdah-glazed windows on each side, with clear upper sliding sections in each window, leather-cloth interior lining, folding rear step, which, when stowed, forms a continuation of the floor line, and a flashing lamp, which can incorporate various ambulance insignia, mounted above the windscreen. Isoflex insulation material lines the roof and upper sections of the sides and there is a tubular lamp facing rearwards, mounted behind the driver's compartment.

Ready for the road, the Atlas ambulance with the A interior weighed 1 ton $5\frac{1}{2}$ cwt. and sandbags totalling $5\frac{1}{2}$ cwt. had been placed along the body floor to represent the weight of two average patients plus an attendant. Thus, with myself and

wheel-locking occurred when stopping from either 20 m.p.h. or 30 m.p.h., which is unusual for vehicles of this type and shows that special efforts have been made to obtain maximum braking efficiency.

There was less than 10 per cent. difference between the maximum retardation rates recorded by the Tapley meter and the averages indicated by the measured stopping distances, except that on one occasion when braking from 20 m.p.h. the reading exceeded 100 per cent.

Hand-brake performance was disappointing, however, the highest meter reading obtainable from 20 m.p.h. being 24 per cent. The actuation of the lever is easy enough, but it is obviously not linked to the rear brakes as efficiently as it might be.

ROAD TEST No. 690/M149—STANDARD LOMAS AMBULANCE

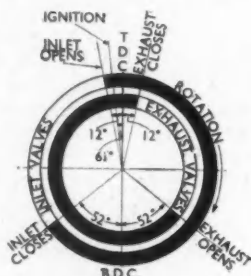
MODEL: Standard Atlas forward-control 10-12 cwt. van with Lomas ambulance conversion.

WEIGHTS:

	Tons	cwt.	qr.
Unladen (kerb weight) ..	1	5	2
Payload ..		5	2
Driver, observer, etc. ..		2	1
	1	13	1

DISTRIBUTION:

Front axle ..	17	1
Rear axle ..	16	0



FIRING ORDER 1-3-4-2
COMPRESSION RATIO 7:1
VALVE CLEARANCES 0.010"

ENGINE: Standard four-cylindered o.h.v. petrol engine; bore 63 mm. (2.48 in.); stroke 76 mm. (2.992 in.); piston-swept volume 0.948 litre (57.8 cu. in.); maximum net output 30.5 b.h.p. at 4,750 r.p.m.; R.A.C. rating 9.9 b.h.p.; maximum net torque 43.3 lb.-ft. at 2,750 r.p.m.

TRANSMISSION: Through 6.25-in.-diameter single-dry-plate clutch to four-speed synchromesh gearbox, thence by single propeller shaft to the fully floating hypoid-bevel rear axle.

GEAR RATIOS: 4.271, 2.46, 1.454 and 1 to 1 forward; reverse 4.271 to 1; rear-axle ratio 6.66 to 1.

BRAKES: Girling hydraulic system, with two leading-shoe units at front wheels and leading-and-trailing-shoe units at rear wheels. Hand brake linked mechanically to rear wheels only. Diameter of drums, front, 9 in.; rear, 8 in.; width of facings, front, 1.75 in.; rear, 1.25 in.; total frictional area, 99 sq. in., that is, 59.5 sq. in. per ton gross weight as tested.

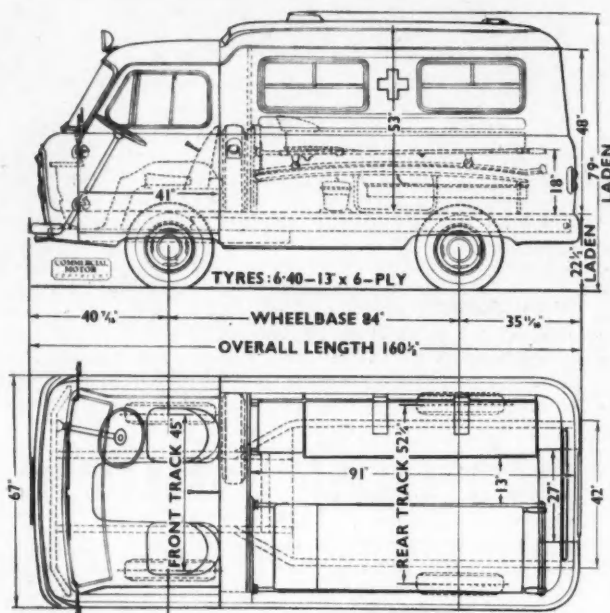
FRAME: Box-section side and cross-members forming two welded assemblies bolted together. Front section detachable, complete with front wheels, engine and gearbox.

STEERING: Burman recirculating ball.

SUSPENSION: Front, independent with transverse leaf spring and wishbones. Rear, semi-elliptic springs. Heavy-duty dampers at all wheels.

ELECTRICAL: 12v. compensated-voltage-control system with 43-amp.-hr. battery.

FUEL CONSUMPTION: (a) non-stop, laden, 30.2 m.p.g. at 29.5 m.p.h. average speed; (b) non-stop, unladen, 33.9 m.p.g. at 30.1 m.p.h. average speed; (c) town operation, laden, 22.5 m.p.g. at 21 m.p.h. average speed; (d) overall consumption over 472 miles, 24 m.p.g.



TANK CAPACITY: 10 gal., overall laden range approximately 240 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 7 sec.; 0-30 m.p.h., 13 sec.; 0-40 m.p.h., 24.5 sec.; 0-50 m.p.h., 50.5 sec.; direct drive, 10-20 m.p.h., 13 sec.; 10-30 m.p.h., 25 sec.; 10-40 m.p.h., 39.5 sec.; 10-50 m.p.h., 64.5 sec.

BRAKING: From 20 m.p.h., 15.5 ft. (19 ft. per sec. per sec.); from 30 m.p.h., 34.5 ft. (19.3 ft. per sec. per sec.).

WEIGHT RATIO: 0.915 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 6.5 ft. of front bumper at ground level on centre.

TURNING CIRCLES: 29 ft. both locks. Swept circles, 33 ft. both locks.

MAKERS: Standard Motor Co., Ltd., Coventry. Ambulance conversion by Herbert Lomas, Ltd., Wilmslow, Manchester.

As an ambulance such as this is often liable to be driven at speeds well in excess of 30 m.p.h., I made several "crash" stops from 50 m.p.h. These produced an average Tapley-meter reading of 89 per cent.—little lower than that obtained from 30 m.p.h.—in perfect safety and again without wheel locking.

Before making the acceleration tests, I checked the gear speeds, and found that 15 m.p.h. could be reached in bottom gear, 25 m.p.h. in second and 41 m.p.h. in third, although the usual speeds at which changes are made are: first-second, 10 m.p.h.; second-third, 20 m.p.h.; and third-top, 27 m.p.h.

In the first standing-start acceleration tests bottom gear was engaged, and then they were repeated while using second gear to pull away from rest. Slightly better times were

obtained by using first gear, and they showed that the Atlas could reach 40 m.p.h. in a surprisingly short time: better, in fact, than at least one other comparable vehicle with a decidedly more powerful power unit.

The direct-drive times were acceptable, although the gearbox must be used intelligently if the most is to be made of the potential acceleration performance. Nevertheless, top-gear performance was flexible and yielded almost constant acceleration between 10 m.p.h. and 20 m.p.h., 20 m.p.h. and 30 m.p.h., and 30 m.p.h. and 40 m.p.h.

Non-stop fuel-consumption figures were obtained along a 14-mile stretch of the A45 road, just south of Coventry, and were conducted without exceeding 35 m.p.h. Good results were given under such steady cruising conditions, and the unladen run was made at a gross weight of 1 ton 7½ cwt.

For the town test I used a 13-mile route between Enfield and Clerkenwell, which takes in a lot of heavy traffic and a large number of traffic lights, street intersections, and similar obstacles.

The route was covered at an average speed of 21 m.p.h., which is about the figure I normally expect for this journey in a small but lively private car, whilst the fuel-test tank indicated a consumption rate of 22.5 m.p.g.—a commendable result in view of the traffic density and the number of enforced stops.

The overall fuel figure included a return journey between London and Coventry, travelling southwards at full throttle down 65 miles of the motorway. There the speedometer needle frequently rose above 65 m.p.h. on favourable gradients, and I timed the ambulance over several one-mile

sections a and 60 m fall below

Bison H was the s ¼ mile l gradient o tion mea carried ou of 55° F 27 second times eve speed was gear usec engaged f

Before temperatur test cause some of t filler neck tor cap. cooling s limit, alt raise boil

It had was ready the hill. 20 second in neutral restrict the botto gradient top gear give the against.

At the full-press although of the w ing of 2 which inc fade. Th pedal pr issuing fr

Having tion, I sh but the hold it second ge clutch so vehicle bottom g available

Handl times an corners v tyres car much pr instances lifted cle suspensio

At tim the steer ing at a road, bu acteristic

sections at speeds between 57 m.p.h. and 60 m.p.h. Rarely did the speed fall below 50 m.p.h. on the motorway.

Bison Hill, to the west of Dunstable, was the scene of further tests. It is $\frac{1}{4}$ mile long and has an average gradient of 1 in 10 $\frac{1}{2}$, the steepest section measuring 1 in 6 $\frac{1}{2}$. The ascent was carried out in an ambient temperature of 55° F. and took only 2 minutes 27 seconds, which is one of the fastest times ever recorded. The minimum speed was 14 m.p.h. and the lowest gear used was second. This was engaged for 52 seconds.

Water Bubbled

Before the climb the engine-coolant temperature had been 164° F. and the test caused it to rise by 26° F., so that some of the water bubbled out of the filler neck when I removed the radiator cap. This would suggest that the cooling system is a little near the limit, although it is pressurized to raise boiling point above 212° F.

It had started to rain by the time I was ready to make a fade test down the hill. This run lasted 2 minutes 20 seconds and was made by coasting in neutral while using the foot brake to restrict the speed to 20 m.p.h. Towards the bottom of the hill, where the gradient is not so severe, I engaged top gear and applied full throttle to give the brakes something to work against.

At the end of the descent I made a full-pressure foot-brake stop and, although all the wheels locked because of the wet road, a Tapley-meter reading of 70 per cent, was obtained, which indicates a negligible degree of fade. There was little increase in the pedal pressure and no smoke was issuing from the drums.

Ruthless Slipping

Having returned to the 1-in-6 $\frac{1}{2}$ section, I stopped the ambulance there, but the hand brake would only just hold it. I was unable to restart in second gear, even though I slipped the clutch somewhat ruthlessly, but the vehicle moved away smoothly in bottom gear, using only a third of the available throttle travel.

Handling was extremely good at all times and the absence of roll on sharp corners was marked. Even though the tyres can be made to squeal without much provocation, and in extreme instances the inner rear wheel can be lifted clear of the ground, the front suspension keeps the body upright.

At times a sudden side wind affected the steering slightly, even when cruising at about 30 m.p.h. on a normal road, but generally the steering characteristics were good and the ambu-

lance was light to handle at all times. The narrow front track permits an exceptional steering lock, which gives a turning circle of 29 ft.

Except at peak revolutions, the engine was quiet. There was a certain amount of gearbox whine in the indirect gears, but the body was remarkably free from rattles.

The engine was found to pink slightly when running on regular petrol, as used for the majority of tests, but an equal mixture of premium and regular fuels removed this tendency. On level ground it idled so smoothly and silently that it gave the impression of having stopped. Starting from cold after standing outside overnight was a little erratic, and the engine tended to run on when it was switched off after it had been driven hard.

Smooth Suspension

Travel was comfortable, both in the driving compartment and in the body, over indifferent road surfaces, and the smoothness of the suspension over cobbles was noteworthy. The driving seat is agreeable, the short squab fitting neatly into the small of the back in the manner of a typist's chair. Both the driving and the passenger seats have a three-position fore-and-aft adjustment range of 2 $\frac{1}{2}$ in.

The synchromesh mechanism permits fast gear changes and it was almost impossible to crash the gears. Although a direct-operating gear lever, such as that fitted to the Atlas, is to be preferred to a steering-column control, it is some way back from the driving position and I found it convenient to make changes between third and top gears by using the crook of my left elbow. The clutch action was smooth and light.

Wide cab doors make for easy entry and exit, and the set-back engine compartment facilitates access to the driving seat from the kerb. Forward vision is good, but the size and loca-

tion of the exterior mirrors are poor, although the Lomas conversion includes a large interior mirror which gives a good range of vision through the side windows and through the rear window.

I sought professional opinion from my local ambulance station as to the quality and layout of the specialized equipment in the body and it met with approval. The Lomas stretcher loading gear is well known, but a recent innovation is the control at the rear by means of which the locking mechanism can be operated from the rear doorway. Consequently, it is unnecessary for an attendant to go to the front of the body when loading and unloading.

Although not criticized by the experts, I thought that some form of stop would be an advantage to prevent the rear door being closed with the folding step down. An additional body heater might prove necessary in particularly cold climates, although in temperate zones the effective cab heater affords a reasonable degree of general body warmth.

Good Engine Access

I did not carry out maintenance tasks, because these were performed when the Atlas van was tested (March 6, 1959). General maintenance should not present difficulties, access to the engine being well above average for this type of vehicle.

A unique feature of the Atlas design is the detachable forward chassis section, which can be unbolted to allow the engine, gearbox and steering to be removed on the front wheels, making an engine change an eight-man-hour job.

The Standard-Lomas ambulance is a particularly well-finished product, both inside and out, and it should prove acceptable to many health authorities requiring auxiliary ambulances of this size. As tested, with the A interior, it sells for £870.

£4,300 Earnings "Not Excessive"

ALTHOUGH a vehicle which earned £4,300 a year showed a good rate of employment, it was not excessive, said Mr. L. H. Shelton, of the Eastern Traffic Area, acting for the North Western Deputy Licensing Authority, when he refused an application at Liverpool last week. The applicant, Mr. J. Southworth, who sought to add one vehicle of 5 $\frac{1}{2}$ tons to his A licence, said that his fleet comprised 15 units.

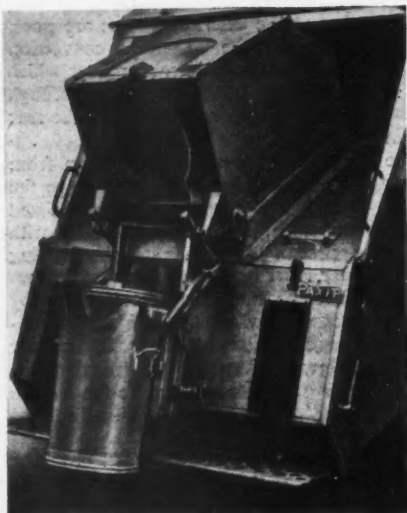
The vehicle in question was on short-term licence, said the applicant, who added that he did not sub-contract. If he had to refuse work he passed it on to

other hauliers. Earning figures were submitted which showed that each vehicle earned about £4,300 annually.

Three customer witnesses gave supporting evidence but few details were given of actual times when they had been let down by Mr. Southworth.

A representative of British Railways, who objected, said that there was ample wagon availability for all types of traffic and freight trains often left half-loaded. An overnight delivery service to the main cities was operated. In conclusion, Mr. G. P. Crowe, for the railways, said that their evidence had not been contested.

FOREIGN LESSONS BRITISH MUNICIPAL



(Above) A combination of Continental and British engineering enterprise. The Oschner dustless shutter fitted to a Dennis Paxit refuse collector.



By Alan E. Barton,
F.Inst.P.C.,
General Manager,
Birmingham Salvage Department

(Below) The Eagle Cleanload refuse collector as used by Birmingham Salvage Department. The Zoller pneumatic bin lifter can be seen at the rear. The shutter transfers refuse into a revolving paddle section at the rear of the body, from which it is propelled into the main compartment. The refuse is compressed by large vanes in the body.

ALL members of a progressive society should be willing to accept advice and make changes if these are of general benefit. Local authorities can claim no exception to this rule and, if better systems are available, those already in use should be seriously reviewed by the appropriate authority. In this way, efficiency is attained, and maintained, in a public service.

Taking the Ministry of Housing and Local Government's "Public Cleansing Cost Records" as a guide, it seems that most money is spent on refuse collection, followed by street cleansing and refuse disposal. So far as refuse collection is concerned, this country has much to learn from the Continent. We have developed the work of refuse collection slowly, and have been content to look upon it as something that has to be undertaken by local authorities under the law of the land. It is accepted as a permanent charge on the rates, with no hope of carrying out the work on a profit-making basis. Therefore, if the money is easy to come by, there is little need to put the mind to work to raise the standard of refuse collection, either for men or machines.

The Continent Mechanizes

Those who have travelled on the Continent in the past 20 to 30 years must have seen a vast difference in the application of thought to refuse collection and, perhaps, wondered why Britain has stayed aloof from the mechanization of this essential service.

The British refuse collector is accepted as a dusty individual, doing a dirty job, and doing it with a vehicle that continues to smother him with dust throughout the day. Not so the Continental dustman. He has dustbins with convenient rolling knobs, or trolleys to wheel larger bins out to the roadside. He has mechanical aids for lifting the dustbin, and for tipping the contents into the refuse-collection vehicle, which, of course, is totally enclosed and keeps him free from dust.

When passing a refuse-collection vehicle in this country, the ratepayer is generally able to get an excellent view and smell of all the types of refuse that he and his neighbours have produced. The enclosed body eliminates this bad feature, and yet here we go on happily producing side-loading and rear-loading vehicles open for all to see.

E6



(Below) The 2ADB. Dempster Dumpmaster with C.A. 30 lifting arms will automatically pick up and empty into the body loads of 3,000 lb. in containers ranging from 1 cu. yd. to 6 cu. yd. Hydraulic compaction, using a thrust of 60,000 lb., is effective over the whole cross-sectional area of the body, permitting reductions in volume of up to 3 to 1. This example is based on a Foden six-wheeled chassis.



(Above those used by Webb and Glover, and the Sheffield system b

In the to intro aperture failed, a prevente are toda are term These a Glover, Sheffield system b

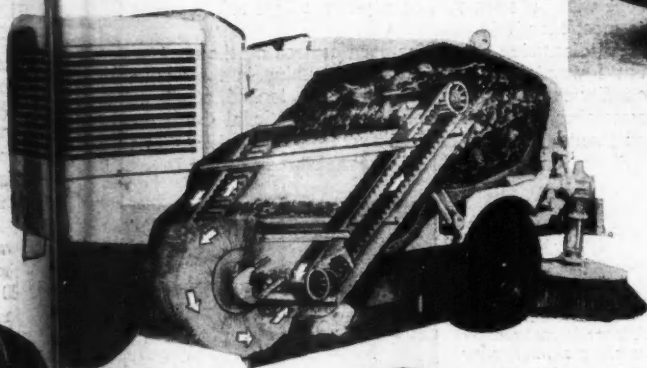
LESSONS FOR MUNICIPALITIES

... has Much to Learn from the
...ent About Refuse Collection and
... Authorities Should Show Greater
... Willingness to Change Their Systems

refuse
Birmingham
Zoller
seen at
transfers
section
which
compressed
ly.



(Above) This Lewin mechanical sweeper with vertical wire channel-scarifying brush has left-hand drive and a Perkins oil engine. (Left) The America Wayne 460 sweeper-collector. It has a rubber squeegee-type elevator, which propels refuse into every corner of the 3-cu.-yd. hopper. It is a three-wheeler with a single rear wheel. The 45-in. gutter brush is located at the front.



(Above) The German Haller system of refuse collection is one of those used in Birmingham. A Haller body, supplied by Glover, Webb and Liverside, Ltd., is seen here mounted on an Austin 7-ton oil-engined chassis. The body is of 17-34-cu.-yd. capacity and the cab accommodates seven men, above which is a salvage rack. Power-assisted steering is fitted.

In the late 1920s and early 1930s, an attempt was made to introduce a totally enclosed vehicle with a shutter aperture for receiving the refuse, but for varying reasons it failed, and perhaps the approach of the 1939-45 war prevented further attempts being made. However, there are today at least four British concerns able to offer what are termed mechanical dustless refuse-collection vehicles. These are Shefflex, Ltd., Eagle Engineering Co., Ltd., Glover, Webb and Liverside, Ltd., and Dennis Bros., Ltd.

Sheffield Cleansing Department adopted the Shefflex system before the 1939-45 war, and have continued with it

since, and it has been left to Birmingham Salvage Department to go "all Continental," using both the Eagle Cleanload vehicle, incorporating the Kuka body, and the Glover, Webb and Liverside Haller vehicle, both fitted with the Zoller pneumatic bin-lifting apparatus and shutter.

A mechanical means of emptying the bin was considered vastly superior to the hand-operated shutter, in that the use of the latter could be a heavy and tiring job, and with the mechanical aid the refuse collector is freed from this fatigue.

The Kuka and Haller bodies account for probably 90 per cent. of the refuse vehicles in Germany and they are, of course, made elsewhere besides that country. These machines are also adapted for hydraulic use.

Birmingham has 17 of these combined machines in use and a further 17 on order. While they are more expensive than the simpler British machine, the fact must be borne in mind that they make a radical change (a) to the refuse collectors' duties, (b) by the elimination of nuisance to the public, and (c) the prevention of spillage on the public highway, therefore complying fully with the Litter Act of 1958.

Extra Cost Justified

The Eagle Cleanload vehicle accepts the refuse from the Zoller shutter into a rear revolving paddle section. This takes the refuse and deposits it into the body proper. The body itself is rotated and has a series of large vanes welded inside. These take the refuse and compress it to the forward end of the body. The machine does not tip to discharge. The back is raised hydraulically and the body rotated in the same way as before, thus discharging the load. It takes six to seven minutes to complete the operation.

In the case of the Haller vehicle, once again the refuse is accepted from the Zoller shutter into a rotating rear paddle system. This deposits the refuse in the main body, which does not revolve, but has inside a raised powerful screw to act as a trimmer and compress the refuse to some degree. This machine is of the normal tipping type, and discharges instantaneously.

Dennis, who made a move a year or two before the war, have again entered the dustless refuse-collection field with

their Paxit vehicle fitted with the Oschner shutter. The refuse is transmitted through the shutter to the receiving hopper and, by the use of a continuous moving ram, is taken into the main body and there compressed.

What a change it would be, so far as public cleansing is concerned, if these mechanical tools were as common as that accepted as the British "dustcart." There are many councils up and down the country who have the necessary powers for the provision of dustbins and could easily change over to this clean system, as Birmingham has done. I am sure the public would applaud their action.

The system also means, of course, the provision of a dustbin with a hinged lid, and one or two other fittings, but the hinged lid is a thing which the public quickly appreciates. It cannot be blown off on winter nights, and it has a raised lip at the front, which, although it is part of the lifting mechanism, acts as a grip for the housewife when she wishes to raise the lid and put refuse into the bin. The cost of this bin is roughly twice that of the ordinary British standard type, so, once more, courage is needed to go forward.

Better than Continental Bin

The Birmingham dustbin used with the Continental refuse-collection system is one devised by the salvage department in conjunction with British bin manufacturers. It has the base and body of the British Standard 2½-cu.-ft. bin, but with the necessary top fittings to enable the bin to be operated with the Zoller pneumatic shutter. In this instance, the lead of the Continent has not been followed, as the Birmingham bin is much lighter, but it seems to be standing up remarkably well to general wear and tear and there seems no point in using the heavier type.

There has not been any public interference with the fittings, and no failures have occurred among the 15,000 dustbins already in use, although many have been at work for 18 months. If this record continues, they will have a much longer life than the ordinary British dustbin, and what appears in the first instance to be an expensive article may turn out to be no more costly than the average standard bin.

In refuse disposal there is not much in the basic principle that can be copied from the Continent. The usual methods found in this country are practised abroad—separation and incineration, controlled tipping and composting.

Composting of household refuse, with the further addition of sewage sludge, has caught the eye of recent years, and strenuous efforts have been made to create an active interest in this method of disposal in this country. The principal exponent is the City of Edinburgh, and there may be others who will follow in good time. There are, however, several problems which have to be solved before there can be any appreciable movement in the direction of composting. I think dustless refuse collection is likely to make greater headway than is composting.

Street Cleansing Under Review

From the free interchange of trade, and the public cleansing service already having looked at Continental refuse-collection and disposal methods, it is obvious that the machines used in street cleansing will also come under scrutiny.

In conversation with people in the trade, it seems that the two particular points of interest are centred on dual control of large street-cleansing machines, and greater carrying capacity for the material taken up from the street.

In view of the continuous change and complications attached to the passage and parking of vehicles in the average British town, it seems obvious that these two features will become more prominent as the years go on—particularly that of dual control.

E8

The use of ideas and machines can be two-way, as Lewin Road Sweepers, Ltd., have shown by the sale of their road-sweeping machines through the Haller organization in Germany. This interchange is an excellent thing, as the best types of equipment are usually those selected for international exchange.

It is not only from the Continent of Europe that ideas have come to this country, as people in bulk movement will have appreciated, with the advent of the Dempster Dumpmaster system of refuse disposal. This American method, manufactured under licence by Powell Duffryn Engineering Co., Ltd., will be scrutinized closely by those corporations interested in the container system of disposal. The loading through a forward aperture, with movement by ram to the rear, reminds me very much of a vehicle made by Dennis for Manchester Cleansing Department in the early 1950s. The body of the vehicle was designed to cope with bulk removal of city-centre light refuse, and did so most effectively.

All discussion has so far been centred on the machines, but I wonder whether there is anything in the working conditions of labour that might be looked at. I well remember when I attended the International Conference on Public Cleansing in Frankfurt in October, 1957, having a discussion with an official of Frankfurt Cleansing Depart-

The 2½-cu.-ft. dustbin used by Birmingham Salvage Department for its new system of refuse collection was manufactured by W. P. Butterfield, Ltd., Shipley. The bin weighs a maximum of 35½ lb. and has a hinged lid. There are 15,000 of these bins already in use.



ment and learning that annual holidays there were based on the age of the man, and not the length of service.

A man aged 20-30 years had 16 days' annual holiday. At 30-40 years, 20-25 days were allowed. Finally, at 40-50 years, the period was 30 days, that figure apparently being the maximum. In addition, there were seven religious holidays. The difference in the rates paid to driver and refuse collector was comparable, and the hours worked bore fair comparison, with those in Britain.

I should like to conclude by mentioning something we accept in this country as usual, and pay without much concern, and that is licence duty. In my own department vehicle taxation amounts annually to between £11,000 and £12,000—a large sum to pay out of the rates and one which raises a query in the mind as to why it should be necessary in one country and not in another.

In Germany, municipal vehicles do not pay taxation, but are required only to be insured against accidents on the highway.

The total cost to the ratepayers of this country through such taxation must reach a huge figure.

And so we go on realizing that the first 15 years of the post-war period have brought the possibilities of great changes to the public cleansing service in this country. Let us hope that the next 15 years will consolidate these gains, and bring about obviously desirable improvements wherever possible.

MUCH that is interesting in the pleasure in sequential season. The in the thick duty-free d with a flourish applause a who had unfair to records.

A recent Traffic Act running to has made contains n experience on the fav audience h a long and sive footnot

In spite Act genuin can be dete explode un upon him; burdens ar is no light through to certainly r

As a con part a con London T good deal although t been add been lost. been take deemed it temporary old dispen

Thus, th carrier's 1 Section 1(now rele appears to item is spl the exemp in certain

What ap list of item regard wh for an A hereby dec right fashi imposed u Transport such exten transport s

To balan 1933 Act,

Political Commentary

By JANUS

CLEAN BILL

MUCH as one would like to keep up with everything that is happening, events that may be of considerable interest and importance often take a malignant pleasure in disguising themselves as routine orders or consequential amendments, or else occur during the holiday season. The Chancellor of the Exchequer chose to embed in the thick of his Budget speech the proposal to colour duty-free diesel oil. If he had accompanied the announcement with a flourish of trumpets, he would have been assured of applause at least from a large number of road operators, who had been complaining for several years, that it was unfair to ask them both to pay fuel tax and keep fuel records.

A recent addition to transport legislation is the Road Traffic Act, 1960. It is a document of considerable size, running to 271 sections and 20 schedules. Its appearance has made little stir, and the inference is therefore that it contains nothing new. This conflicts with the more usual experience. The dark horse wins when everyone's eyes are on the favourite, the point of the speech comes when the audience have dropped off to sleep, and the significance of a long and exhausting legal document is often an unobtrusive footnote.

In spite of forebodings based on past experience, the new Act genuinely seems to leave the law unchanged. As far as can be detected, there are no hidden mines that will suddenly explode under the road user. There are no fresh burdens upon him; it only looks like that because so many of the old burdens are gathered in one heap. On the other hand, there is no lightening of restrictions; the road operator who reads through to the end will be sadder and perhaps wiser, but certainly not freer.

As a consolidating measure, the Act repeals wholly or in part a considerable body of previous legislation, from the London Traffic Act, 1924, to the Highways Act, 1959. A good deal of what it incorporates is repeated word for word, although there are occasional changes. Some material has been added, and there are also items that appear to have been lost. Even where segments from past enactments have been taken over complete, the editors have sometimes deemed it necessary to change the order, thus causing temporary confusion to people who had grown used to the old dispensation.

Split Into Three

Thus, the enumeration of the circumstances in which a carrier's licence is not required, which was formerly Section 1(7) of the Road and Rail Traffic Act, 1933, is now relegated to the 13th schedule. At first sight there appears to be an extra case added, but in fact the first item is split into three, and the new list no longer includes the exemption of the use of a tramcar or trolley vehicle in certain circumstances.

What appears to be new is Section 174(5), following the list of items to which the Licensing Authority is to have regard when exercising his discretion on an application for an A or B licence. "For the avoidance of doubt it is hereby declared," says the Act in an unexpectedly down-right fashion, that the list does not include the duty imposed upon the British Transport Commission by the Transport Act, 1947, "to provide, in such places and to such extent as may appear to them to be expedient, certain transport services."

To balance this addition there is Section 2(9) of the 1933 Act, which stated that "a person may be the holder

of two or more licences whether of the same class or of different classes." As far as I can see, it is no longer thought necessary to say this in 1960. Section 2 becomes Sections 166 and 167, and survives relatively unchanged, apart from the omission I have mentioned and a drastic reshaping of the definition of an A licence. Previously the holder was forbidden to use an authorized vehicle for any other business of his except storage or warehousing incidental to his business as a carrier. The new clause irons out the double negative by giving him the right to use his vehicles "for the carriage of goods for or in connection with his business as a carrier."

Some attention has obviously been paid to style and clarity. Care has been taken where possible not to separate two parts of a sentence by a long catalogue. A notorious example in the 1933 Act was Section 1(5), beginning "For the purposes of this Part of this Act," and ending several lines later, "shall not be deemed to constitute a carrying of the goods for hire or reward." The new Section 164(5) combines both points at the outset. It is also interesting to note the final form, in Section 173(5), of a point that in its time has been the cause of endless discussion: "The onus of proof of the existence of the grounds on which a relevant objection is made shall lie on the objector."

Surprising Thing

Perhaps the really surprising thing about the 1960 Act is the reminder in unusual circumstances of legislation that had almost been forgotten. It comes almost as a shock to reach Part V and find it concerned with the licensing of drivers of heavy goods vehicles "on and after the appointed day." The procedure is set out in detail for granting the licences, for appeals against refusal, suspension or revocation, and the payment of "such fees as may be prescribed." The Minister of Transport is nominated to decide the appointed day. One might almost expect it to be within a few months, except for one point. The Licensing Authority will have to grant a licence to a driver who can prove he has been driving a heavy goods vehicle for at least six months in a year—and the year is the 12 months ending on April 1, 1934.

Road operators will not find much enlightenment on points that have puzzled and worried them for the last 30 years. A subtle alteration is introduced by Section 172(2) in the phraseology of the instruction covering the vexed subject of "normal user." It is given a clause to itself and the two main items are separated. In the 1933 Act the applicant for an A or B licence was required to specify the facilities he intended to provide, and these would include the districts or routes where his vehicles would "normally be used." The main difference in the 1960 Act is that the districts or routes are no longer regarded as part of the facilities. The distinction is nice and no doubt accurate; it will make no difference to hauliers.

In due course there will certainly be published a detailed analysis of the Road Traffic Act, 1960. It puts the textbooks out of date in many small details, but can be given a clean bill of health in that it introduces no genuine innovations. If anybody hopes that the Act makes any clearer what is meant by normal user, or the locality of a person engaged in agriculture, or even exactly when a container is not a container—then he is in for a sad disappointment. These knotty problems are unanswered. One wonders if the whole effort has been really worth while.

The MUNICIPAL VEHICLES

IN the municipal field, as in commercial transport undertakings, transport engineers vary in their preferences for one vehicle design as opposed to others. Without this difference of opinion there would be little progress, and, provided that criticism is constructive, it is good.

I would suggest, however, that all municipal transport engineers share the view that mechanical road sweepers and refuse-collecting vehicles are necessarily expensive units of equipment, as they are constantly in service, carrying heavy loads of abrasive materials, which play havoc with the mechanism in general. In view of the nature of the work, bodywork and tyres often suffer abuse and unless strict maintenance and regular docking programmes are carried out, the vehicles will rapidly deteriorate and the annual maintenance estimates will become quickly overspent.

The current design of gully and cesspool-emptier is of a high standard, and, in general, is first class for the work it has to do. In recent years many improvements have been made in these machines to bring them up to their present efficiency. Bearing in mind the trend towards improved drainage systems throughout the country, the vehicles now in use are probably of adequate capacity, particularly remembering the need to ensure ease of manoeuvrability.

Many Face-lifts

But I believe that too many years have been spent in using the present design of mechanical sweeper. It is true that many face-lifts have been given to these machines, but, in numerous instances, the trailing of road silt is still visible. It may be argued that brush pressures are incorrect, brushes are unevenly worn or adjustments are incorrect. My criticisms are, however, based on tests of new vehicles with new brushes, and all adjustments carried out by the manufacturers, and they lead to the conclusion that the present type of road-sweeping machine cannot achieve the high standard expected in this modern age. An improved form of equipment is overdue and the aim should be to secure a 7-ft. width of sweep with suction assistance.

What about cleaning highways during the leafing period, when leaves can be found impacted to road surfaces after rainfall? This, in itself, creates no problem whatsoever, so long as the correct technique is employed in the design of the machine. How can the noise of the fan unit be counteracted? This, again, is not so difficult to eliminate, and can be achieved well within the official regulations laid down.

All who operate mechanical road sweepers appreciate the heavy expenditure incurred annually on maintenance and the time expended in carrying out brush changes, which

Wandsworth operates articulated vehicles for refuse collection. Scammell Scarab tractors with Perkins P4 oil engines are used with 20- and 25-cu.-yd. barrier-loading semi-trailers manufactured by Glover, Webb and Liversidge. It is suggested that refuse vehicles which are loaded by suction may be developed.

£10

Gully-emptiers Adequate for Present Conditions but Road Sweepers Fall Short of Ideal: Vacuum-assisted Sweeper and Suction-loading Refuse Vehicle Envisaged

indicates the need for automatic lubrication of chassis components and brush gear.

I have in mind a mechanical sweeper in which the change of brushes would be so simplified that the operation could be effected in a matter of minutes, and the daily greasing could be reduced to a minimum by the incorporation of automatic lubrication.

Many local authorities who operate mechanical sweepers find it essential to augment this service by manual sweeping. This, in itself, entails the further use of vehicles for scavenging purposes (collecting bulk sweepings from the manual sweepers' beats).



(Above) The Karrier-Yorkshire gully-emptier and other designs now available are adequate for present demands. They will probably prove to have sufficient capacity for the future because drainage systems are being improved steadily. It would be difficult to increase their capacity without losing manoeuvrability.



By
A.M.I.



Chief
(Mechanical Engineer)



Provision of the machine envisage a The chassis left-hand engine equipment for the industry. The industry of a leading paddle-blade stainless steel from a power would turn 2-in.-diameter and expelling of 104-in. unit would gauge. This is intended release clamps. The release of a large

LES I WANT

Con-
ort of
and
isaged

of chassis

which the
e operation
of the daily
incorpora-

al sweepers
ual sweep-
of vehicles
ings from

her designs
They will
ure because
uld be diffi-
-availability.



By S. J. Burn,
A.M.I.R.T.E., A.M.I.T.A.,
A.M.A.S.E.E.



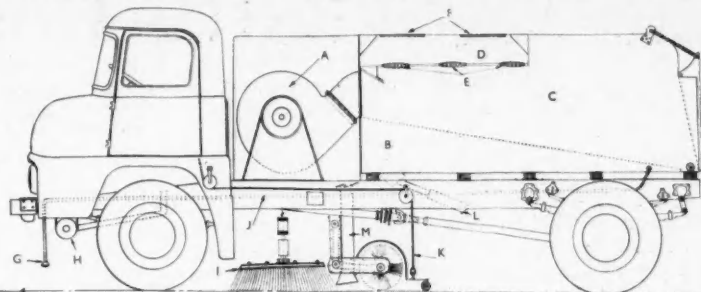
Chief Assistant Engineer
(Mechanical), Wandsworth
Borough Council



Provisional patent No. 896,968 has been issued in respect of the mechanical suction-assisted road sweeper that I envisage and its potential economy could be far-reaching. The chassis would be of 11-ft. 6-in. wheelbase, fitted with left-hand drive. The propulsion unit would be an oil engine equipped with a power take-off suitably designed for the industrial fan unit and engine assembly.

The industrial suction unit would be a standard product of a leading manufacturer. The inner rotor would be paddle-bladed, the expendable blades being fabricated in stainless steel. The drive for this unit would be taken from a power take-off, using belt-driven pulleys. The rotor would turn at 1,318 r.p.m., drawing in air through a 1-ft. 2-in.-diameter inlet at a velocity of 2,319 ft. per minute and expelling it at 2,450 ft. per minute through an outlet of 10½-in. diameter. With this arrangement the suction unit would provide 3 in. of vacuum measured on a water gauge. Discharge from the fan unit to the body interior is intended to be by metal trunking fitted with a quick-release clamp, enabling the body to be elevated.

The receiver for the road sweepings (the silt box) would be of a large capacity and would include a 150-gal. water



This outline drawing shows the main features of the vacuum-assisted sweeper-collector designed by Mr. Burn and covered by provisional patent No. 896,968. A suction duct replaces the mechanical conveyor normally used in sweepers of this type to carry spoil from the road surface to the hopper. Dirt is fed to it by two large channel brushes and a small transverse brush.

The annotations are as follows:—A.

Industrial fan unit. B, 150-gal. water tank. C, Spoil hopper. D, Exhauster box. E, Fine mesh filters. F, Mesh-covered vents to atmosphere. G, Water sprays. H, Forward-mounted exhaust. I, One of the pair of 2-ft. 9-in.-diameter channel brushes. J, Water service line. K, Lifting device for 2-ft. 5½-in.-long transverse brush controlled from the cab. L, Hydraulic tipping gear for rear section of body. M, Suction duct.

tank. The entire body assembly is planned to be fabricated round a steel frame, electrically seam-welded throughout. Incorporated in the body assembly would be an exhauster box. The flooring would be angled to ease off-loading of road sweepings. An air-tight door with a quick-release control screw would be fitted at the rear.

The sweeper arrangement consists of two flat channel brushes 33 in. in diameter and one rotating roller broom 29½ in. long and 15½ in. in diameter, situated between the front and rear

Road sweepers should be able to give a 7-ft. width of sweep without trailing road silt, and the Karrier-Yorkshire appliance is, Mr. Burn considers, an approach to the ideal. A number of these vehicles is employed by Wandsworth Borough Council.

axes. Adjacent to this roller brush is a low-level shroud connected by trunking to the industrial suction unit. The drive of all brooms, which must be actuated individually, derives its power from the power take-off and operates through a hydraulic gear.

Lifting and lowering of the scarifying brushes are automatic and the operation is controlled from the driver's cab. The roller broom is lifted and lowered manually, again with control from the driver's cab.

Tipping gear for off-loading purposes would be hydraulic, incorporating a two-stage ram. The robust housing for the industrial suction unit would incorporate 2-in. acoustic cavity lining. A prototype of this design will be produced shortly.

There are many methods used in the collection and disposal of house refuse, and since the 1939-45 war manufacturers of municipal vehicles have given much thought to the development of refuse-collecting vehicles, but there is still room for improvement. Loading of refuse vehicles is of primary importance. In the past various methods of loading from inside, from the rear, from the side, from the front and from the top of the body have been explored. In conjunction with these ideas there have been various methods used for the even distribution and compression of the load carried—rubber floors, steel-slat floors,

compression barriers, barrier loaders, compression by its own weight, by the use of fore-and-aft tippers, and compression by the screw impeller, as originally practised on the Continent.

In my opinion, the Continental countries have shown much more interest in the development of refuse vehicles than we in Britain. During a visit to Germany in 1959, I was much impressed by the ease of collection of house refuse, the cleanliness of the loading operation and, in particular, the co-operation received from the public.

This was not an isolated case of efficiency, put on for the benefit of the visitor. I inspected six other systems without the authorities responsible being aware of it. An important factor must be stressed. If the refuse-collecting service in this country is to reach the required standard of efficiency, the co-operation of the public is essential.

Six Fundamentals

There are at least six fundamentals which must be taken into account when designing a refuse-collecting vehicle:

(1) To ensure an economic payload the body must be of 30-35-cu.-yd. capacity.

(2) Isolation of mechanical moving parts from refuse content.

(3) Low loading line.

(4) Choice of propulsion unit, paying special attention to the engine cooling system, in view of the constant stopping and starting and use of low gears. In my view, the best type of engine for this work would be the air-cooled diesel.

(5) Ease of vehicle maintenance, introducing automatic lubrication.

(6) Adequate travelling accommodation for the crew.

In my opinion, the great majority of local authorities employ outdated methods of loading vehicles and the day is rapidly approaching when councils will be compelled by public demand to adopt more hygienic systems of collection.

One of the objections to the moving floor (whether of steel slats or rubber) is the increased loading line which

has to be allowed for under the floor mechanism controlling the moving of the floor itself, which means that steps must be fitted to the rear of the vehicle. With the barrier loader, whilst the height of the movable barrier can be adjusted, the men are required to mount steps to enter the vehicle to tip the bin, which is regarded as unhygienic.

Dustless loading is much employed on the Continent, even by the smallest authorities, despite the heavy capital expenditure incurred in the purchase of good vehicles and equipment.

Substantial Outlay

In West Germany the purchase price of a 20-cu.-yd. refuse-collecting vehicle was given as D.M.57,740, equivalent to £4,930, plus hydraulic bin-lifting attachment at a cost of £344 and automatic dustless-loading gear at £308, making a total of £5,582 in English currency. In addition, this system involves substantial outlay in the purchase of heavy-gauge bins for each household. The receptacle takes the form of a fabrication with a hinged lid and must be of standard specification to suit the system adopted by the authority. In many instances the bin is supplied to the householder on a rental basis which is equivalent in our currency to 11½d. per week.

The number of local authorities who are introducing dustless loading is steadily increasing, because of hygienic necessity and public demand, even though heavy expenditure must be incurred in the purchase of vehicles and equipment, and despite the fact that the rate of dustless loading of vehicles is probably lower than that of other types of refuse vehicle.

The increasing number of high-density multi-storey flats now being built will influence the type of vehicle to be used in the future upon collection of refuse from these dwellings. I look forward to the production of a specialized refuse vehicle incorporating the principle of high vacuum combined with a disintegrator to obviate the exposure of the refuse to the air and ensure a complete load. This is not beyond the realms of possibility when it is remembered that commerce is using the same principle for loading and discharging certain bulk commodities.

Quick Progress in Chinese Capital

An articulated trolleybus in Peking taking passengers to the city's zoo. The electric system is only three years old.

RUMBLINGS from behind the Red Curtain tell of rapid advances within the Peoples' Republic of China. This progress has had its effects on public transport, too, and Peking offers an outstanding example of the strides made since "liberation" day.

At the time of Mao Tse-tung's rise to power, in 1949, the capital of China boasted a public transport strength of 20 dilapidated tramcars and five buses. Routes being regularly operated totalled fewer than 25 miles.

In 11 years the city has been transformed—the accompanying illustration gives an impression of large new buildings in a modern city. Transport facilities for the population have kept pace with development and today the network comprises 765 buses, covering 450 route-miles, and 202 trolleybuses running along



50 miles of cabled roads. Development of the electric-vehicle system was initiated in February, 1957.

Taxicabs have also been provided and more than 300 now operate from 19

centres within the city. But it means a steady downfall in the numbers of the quaint pedicabs which are gradually being run off the roads as progress overwhelms them.



Kerb-v

New
bod
A g
proj
full
Fro
has
flo

yo



a

MORRI
Overseas B

control-
hat steps
e barrier
r can be
enter the
gienic.
ontinent,
y capital
vehicles

20-cu.-yd.
o, equiva-
ment at a
at £308,
addition,
urchase of
receptacle
lid and
a adopted
supplied
quivalent

roducing
hygienic
expendi-
ciles and
f dustless
of other

orey flats
cle to be
om these
pecialized
n vacuum
posure of
This is
embered
ading and

it means a
ers of the
ually being
overwhelms

June 10, 1960

THE COMMERCIAL MOTOR

Colour 11

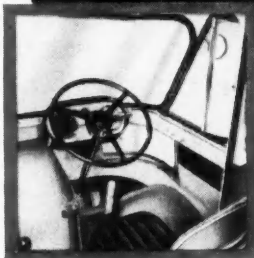
MORRIS ANGLE-PLANNING gives you EASIER DRIVER-ACCESS



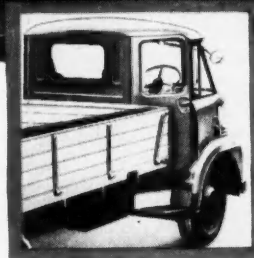
TWELVE MONTHS' WARRANTY
backed by B.M.C.
— Europe's most comprehensive Service.



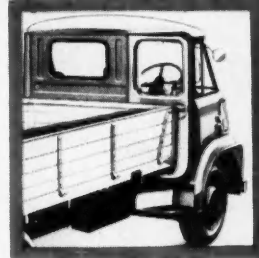
Kerb-view floor lights



All-round vision



Safety door closed



Safety door open

Never was access so easy! Rear-hinged doors angled across body line make entry and exit an easy two-step sequence. A great time-saver on local delivery runs! And the doors project only an inch or two beyond the vehicle line when fully open—avoiding interference with traffic or pedestrians. From his four-way adjustable foam-rubber seat the driver has all-round vision, with extra safety view of kerb through floor windows. He drives more safely, can manoeuvre and

turn round more quickly. Other efficiency features include direct-view instrument panel, practical lighting control, cab sealing, servo braking, instant access engine panels, low load platform. And you get choice of top-thrift diesel or petrol engines. Moreover, you get all these advanced features with new low prices. Ask your Morris dealer for full details.

All this—and lower prices too!

you're loads better off with

MORRIS

angle-planned vehicles

2, 3 & 4 T O N N E R S

Catalogue on request. Please mention capacity that interests you.

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM 8
Overseas Business: Nuffield Exports Ltd., Oxford and 41-46 Piccadilly, W.1

Ⓜ MC47

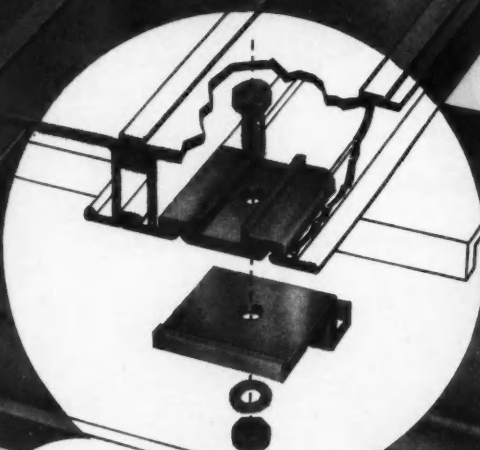
Simplified Speedier Body-Building-

**All Material
ex-stock
ex-mill
no waiting**

**Lighter
and Stronger
Sections save
material
costs**

**Special
planks
eliminate
cutting along
length**

**Design
Assistance
offered
free**



**Tongue
and Groove
Design gives
stronger
construction**

**Improved
Labour-Saving
Fixing**

**- WITH
'SF'
Aluminium Alloy
Road Transport
Sections**

★ **Write TODAY** for Price and Stock List
and further technical information

Southern Forge LTD

MEADFIELD ROAD · LANGLEY · BUCKS

Telephone LANGLEY (BUCKS) 301

ALSO AT

LARGEST

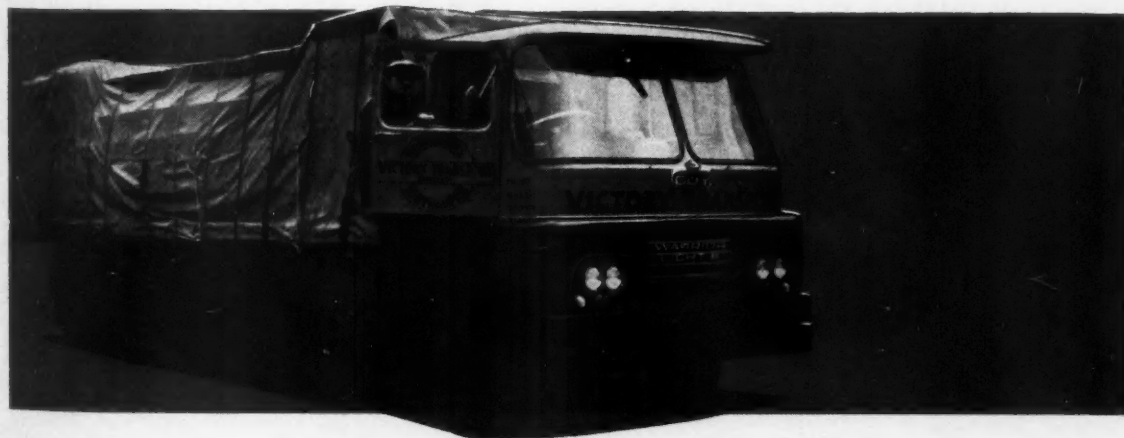
PAYLOAD up to 17 tons

LIGHTEST

WEIGHT chassis and cab 5 ton 11 cwt.

LOWEST

PRICE chassis and cab £3304 List



GUY WARRIOR LIGHT EIGHT

4 AND 6 WHEEL MODELS ALSO AVAILABLE

GUY MOTORS LTD. OF WOLVERHAMPTON

ALSO AT LONDON · DURBAN · JOHANNESBURG Associated With Sunbeam Trolley Bus Co. Ltd.



YOU JUDGE A TYRE THREE WAYS

By what other operators are saying (and they're enthusiastic about India Red Flash). By performance on the road and the cost of it: cooler running Indias give convincing savings. But most important of all, you judge a tyre by what you expect and get from it: and you know that India make a good tyre—just about the best. You know you can trust India Red Flash.

COOLER RUNNING CUTS YOUR COSTS



INDIA

Red Flash Giant Tyres



c about
t of it:
portant
and you
u know

Lomas'
AMBULANCES

OPERATE IN...
FORTY SEVEN
COUNTRIES

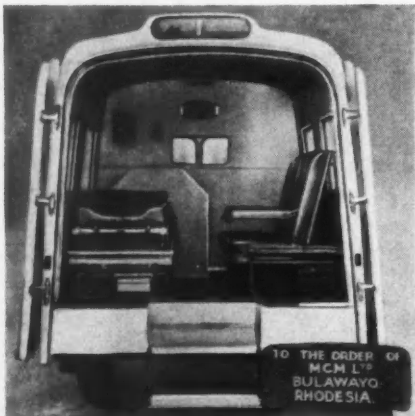
From BLACKPOOL to TONGA—they transport patients with comfort and efficiency.

Lomas bodywork is built and designed to take all types of operating conditions in its stride.

Specialised construction in all metal, composite and glass-fibre.

Choice of interior to suit every type of ambulance work.

For quality, Lomas bodywork has no equal.



A suitable chassis and a Lomas body is an unbeatable combination for trouble-free working.

They are easy to operate and maintain.

Established in bodybuilding since 1867 a Lomas product today is designed and developed from years of experience!

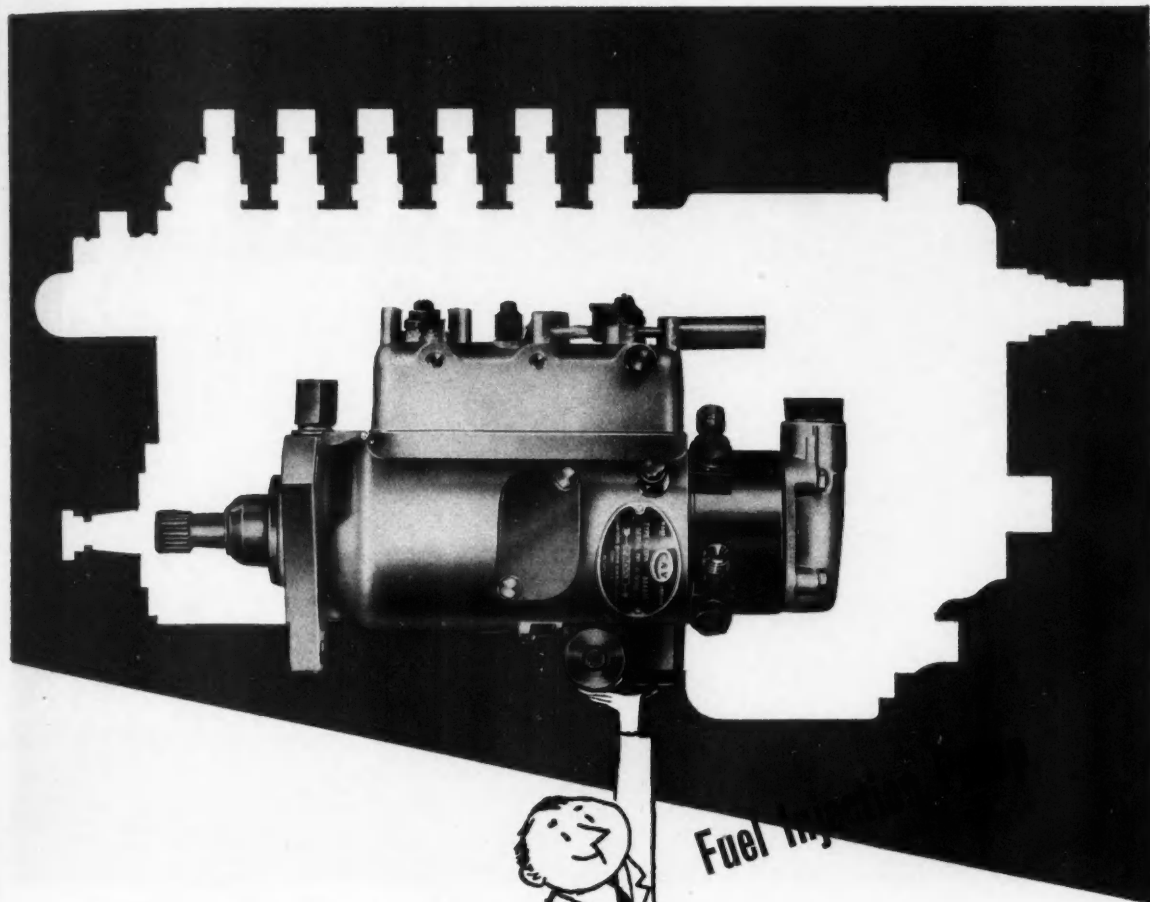
Write for details and specification of any type of ambulance transport.

HERBERT LOMAS LTD

HANDFORTH · WILMSLOW · CHESHIRE

Lomas'
AMBULANCES

— THE FIRST CHOICE FOR YOUR NEXT AMBULANCE



The Distributor type



Fuel Inj.

SMALLER

LIGHTER

MORE COMPACT

The 'DPA' Fuel Injection Pump is much smaller than the comparable in-line pump for similar duty, and is only a fraction of the weight. It may be mounted horizontally or vertically as desired. It forms a compact unit which fits snugly alongside the engine, with a simple direct drive, and thus permits considerable simplification of engine design with corresponding saving of cost. The 'DPA' pump is suitable for high speed diesels of up to approximately 1.5 litres per cylinder.



The World's Largest Manufacturers of

FUEL INJECTION EQUIPMENT

C.A.V. LIMITED, ACTON, LONDON, W.3.

Are your running costs too high?

THE SIFTA SALT FLEET



has drastically reduced its operating costs by entirely

CONVERTING TO

RED_EX

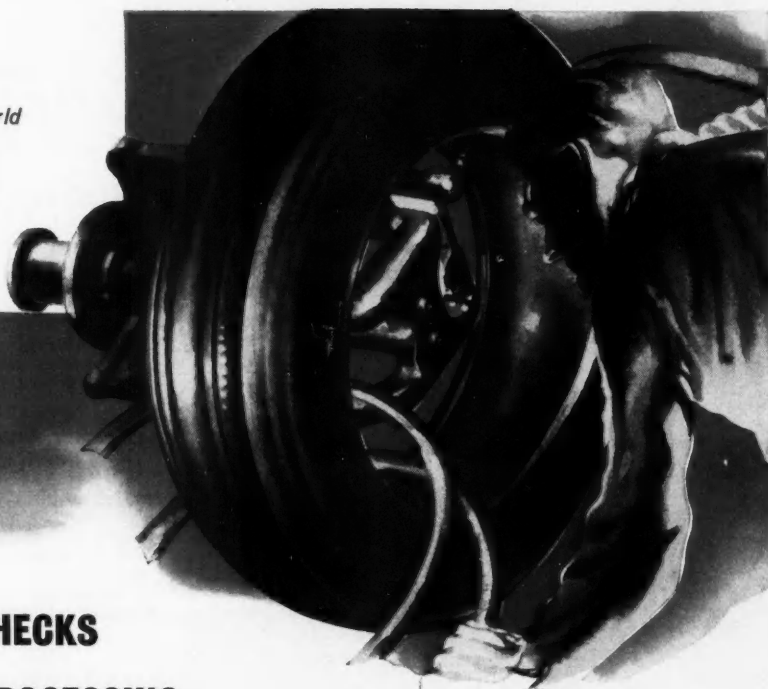
A Free Conversion on one of your vehicles will prove to you that you can get more m.p.g. for whatever type of car, van or lorry you use. Get in touch with RED_EX (Dept.CO/2), 365, Chiswick High Road, London, W.4. Tel: Chiswick 6844 and ask about the RED_EX Free Conversion Plan. Your first step to real economic fleet operating.

RED_EX

RED_EX is a Registered Trade Mark of RED_EX Limited.

MAKES EVERY GALLON DO MORE

PROOF that
no remoulds in the world
are manufactured to
higher standards than
**REGENT
REMOULDS**



6 INTERIOR CHECKS DURING PROCESSING

ENSURE SOUNDNESS FROM BEAD TO BEAD

The experienced eyes of men who've been years on the job search every Regent Remould during the various phases of production to ensure the absence of defects in casings and materials.

Sometimes casings have to be repaired before production.

Sometimes a fault stays hidden until the last process shows it up—when the whole remould is, of course, rejected.

The strict non-stop examination of every remould at every stage in the process is another safeguard of the performance, quality and reliability of Regent Remoulds. Specify them confidently.



LONG-DISTANCE LEADERS

REGENT TRUNK-WAY REMOULDS

Flat modern tread gives extra road holding, non-slip and braking power.

THE REGENT TYRE & RUBBER CO. LTD.

FACTORIES

LONDON, MANCHESTER, BRISTOL, JOHNSTONE (RENFREW)

DEPOTS

LEEDS, NEWCASTLE-ON-TYNE, BOURNEMOUTH, LIVERPOOL
WEST BROMWICH, GLASGOW, DUNDEE, EXETER, LINCOLN

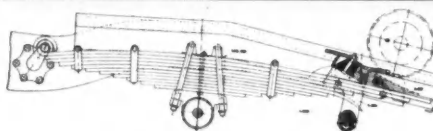


**NEXT BEST
TO NEW TYRES**

THE *Laminaire* SYSTEM

OF PROGRESSIVE SUSPENSION

minimises tyre wear, bodywork and load damage!



BRITISH PATENT No. 746322

Now adapted to Tractor Units

WHICH MEANS SIMPLIFIED COUPLING, REDUCED VIBRATION AS WELL AS MINIMISED TYRE WEAR, BODYWORK AND LOAD DAMAGE.

This original type of progressive suspension is designed to overcome the harsh riding conditions experienced with the conventional suspension on unladen or lightly laden vehicles. The swinging rear shackle is replaced by a flexible cantilever spring working in conjunction with a longer main spring. When unladen only the tips of these springs are in contact, thus allowing large deflections . . . as the load increases the cantilever and main spring roll together, shortening the effective length of the springs and progressively increasing the stiffness of the suspension.

Conversion sets are available for all makes of tractor units and semi-trailers, heavy commercials, tankers, ambulances, cross country vehicles and P.C.V.s.

Conversion of Ford Thames Tractor 4D carried out by Merriworth (Engineering) Ltd., Dartford, Kent.

THE LAMINAIRE SYSTEM OF PROGRESSIVE SUSPENSION
MANUFACTURED UNDER LICENCE BY

CARY of Manchester

WILLIAM E. CARY LTD RED BANK MANCHESTER 4
Telephone: DEAnsgate 7881 Telegrams: Carybank Manchester

Main Scottish Factory: Blantyre Industrial Estate, High Blantyre, and at Aberdeen, Dundee, Carlisle, Bethesda, Salford, Stoke-on-Trent, Loughborough, Coventry and London.

Southern Concessionaires:

F. J. EVANS LTD., Cobbold Road, Willesden, London, N.W.10 Telephone: WILlesden 6222

Write to-day for further literature on LAMINAIRE and the many CARY products and services for all types of industry



IT is by no tankers when d to negotiate t or icy condit

As a safe Wharf, High of road tank for mounting the catwalk.

device is cons mild-steel tub alloy castings

When fol beside the w protrudes ov the access la rail which r raised positio locking devi collapsed. T or supply it tankers. In per ft. length

Worm Jac

LIFTING o provided jacks offered matic Tool C London, S.W are designed such as low trailers.

Where se together they ing to lift e even when t buted. All m position and up to 2 ft. J supplied to s

Ackward

PLACING locations screwdriver Valtock, Ltd. Warwick St This tool, wh

The Torrie hand rail tankers fol when not in alongside th and protrude cab



New Equipment and Publications

Catwalk Safety

IT is by no means uncommon for drivers of road tankers to slip and fall from the catwalk above the tank when dipping it. Indeed it requires some agility to negotiate these narrow walk-ways, particularly in wet or icy conditions.

As a safety measure, Torrindon Steel, Ltd., Fresh Wharf, Highbridge Road, Barking, Essex, manufacturers of road tanks, have developed a collapsible hand rail for mounting alongside the catwalk. The simple device is constructed from mild-steel tube and light-alloy castings.

When folded it lies beside the walk-way and protrudes over the cab. Whilst still on the access ladder the driver can erect the rail which locks automatically in the raised position. A pedal releases the locking device to allow the rail to be collapsed. Torrindon Steel will fit the rail or supply it as a unit for fitting to other tankers. In either case it costs about £1 per ft. length.

Worm Jacks

LIFTING capacities of 2-100 tons are provided by a range of worm-gear jacks offered by the Consolidated Pneumatic Tool Co., Ltd., 232 Dawes Road, London, S.W.6. The eight standard units are designed to be built into equipment such as low-loading machinery-carrying trailers.

Where several jacks are employed together they can be connected by shafting to lift equally and simultaneously even when the load is unevenly distributed. All models are self-locking in any position and, in standard form, can lift up to 2 ft. Jacks with greater lifts can be supplied to special order.

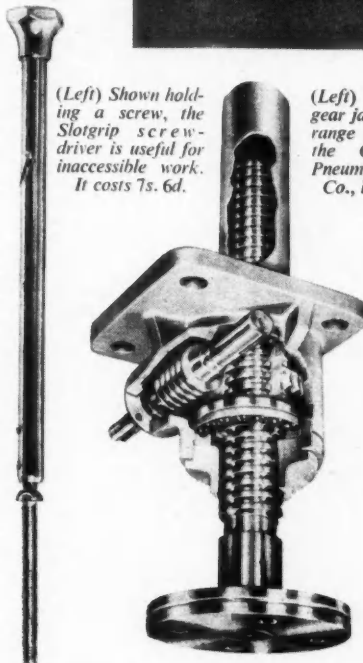
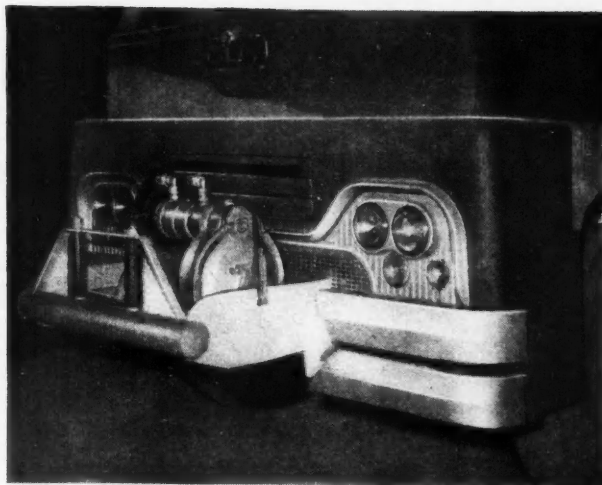
Awkward Screws

PLACING small screws in difficult locations is simplified by the Slotgrip screwdriver which is offered by Valtock, Ltd., Regency House, 1-4 Warwick Street, London, W.1. This tool, which would be invaluable

(Right) The Boughton hydraulic winch is ideal for front mounting, as in this installation on a Guy Invincible. It provides smooth, accurately controlled winching.

(Left) Shown holding a screw, the Slotgrip screwdriver is useful for inaccessible work. It costs 7s. 6d.

(Left) This worm-gear jack from the range offered by the Consolidated Pneumatic Tool Co., lifts to 2 ft.



able to transport electricians and radio fitters, holds the screw firmly by the slot alone.

To do this the blade has a separate centre section which, when it is pushed hard into the slot of the screw, is turned in an anti-clockwise direction

by a torsion-bar mechanism within the shank of the screwdriver.

This action locks the blade to the screw slot. A sharp pull frees it after the screw has been tightened. The standard screwdriver is 5 in. long and costs 7s. 6d. Other models are available to order.

Hydraulic Winch

POSITIONING a winch on a vehicle is complicated often by the need to keep the transmission between it and the power take-off as simple as possible. This problem does not arise with the hydraulic winches manufactured by T. T. Boughton and Sons, Ltd., Amersham Common, Bucks. These units, which employ Hamworthy pumps and control equipment combined with Deri motors, can be fitted in almost any position as the only transmission involved is the flexible hydraulic piping.

"Board" in Detail

THE 1960 edition of the "Building Board Directory" contains new sections covering plastics-faced boards and expanded polystyrene sheet whilst the guide to stockists has been enlarged. Details of branded plywoods are given for the first time. The directory, which costs 5s. by post, is available from the Middlesex Publishing Co., Ltd., 194-200 Bishopsgate Street, London, E.C.2.

Films Augmented

A LIST of 100 films concerned with materials handling is available from the secretary of the National Joint Committee on Materials Handling, 32 Watling Street, London, E.C.4. at 2s. by post. Brief details of each film are given, including size, running time, a synopsis of the action and the source from which it may be obtained.

p25

The Torrindon Steel hand rail for road tankers folds forward when not in use to lie alongside the catwalk and protrude over the cab.



Units

ING, REDUC-
USED TYRE
DAMAGE.

suspension is
g conditions
suspension on
winging rear
lever spring
main spring.
springs are in
... as the
n spring roll
length of the
e stiffness of

r all makes
heavy com-
ss country

carried out by
Kent.

N

ster

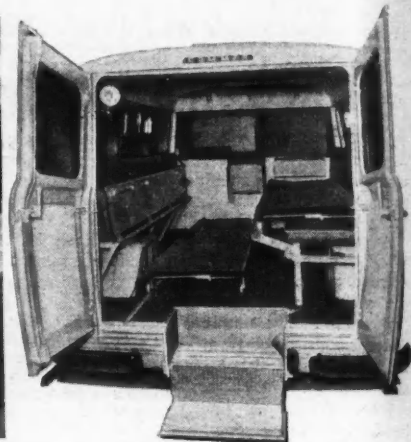
HESTER 4
k Manchester

teen, Dundee,
d London.

ILlesden 6222



A breakaway from conventional composite body construction, this Morris L.D.2 is equipped with a structural plastics body by Wadham Bros. (Coachbuilders), Ltd. The material is reinforced plastics mounted on a steel outrigger underframe.



(Above) The multi-purpose body by B. Walker and Son, Ltd., on a Commer 3-ton chassis carries two stretchers or up to 10 sitting cases.

Councils Want Dual-purpose Ambulances

FACTORS which have governed the development of the ambulance in recent years have their origins in the widened scope of the National Health Service. In so specialized a field of transport, the need for the right vehicle for the job is of paramount importance.

Most of the people carried are attending out-patients' clinics and the demand is rather for sitting-case vehicles than for emergency ambulances. The big ambulance, carrying, perhaps, four stretcher cases, is becoming a rarity. The trend is all towards a single stretcher with adequate seating accommodation for attendant and sitting patients. Such a vehicle will normally afford ample space for a second, folding stretcher under the bench seats.

Traffic Conditions

Present-day traffic conditions in the larger cities have also played their part in sounding the passing of the large and stately ambulance. The need for compact overall dimensions, a good turning circle and low weight has underlined the value of the light-van chassis as the right material on which to work. These vehicles offer added advantages in terms of cost and availability.

So varied is the work of a hospital ambulance department that any one coachwork design to meet all requirements is a virtual impossibility. Current additions to fleets, therefore, must necessarily be primarily for sitting

B26

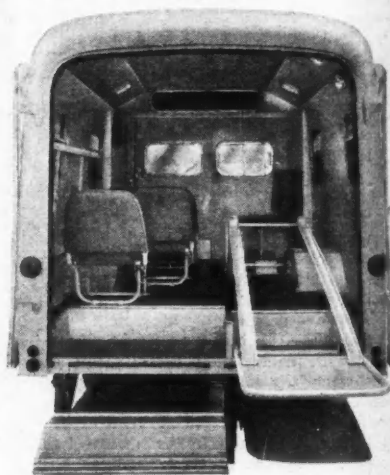
The Big Four-stretcher Ambulance is Becoming a Rarity: Compact, Light Vehicles are Today the Most Sought-after Models

**By Tom
Walkerley**

patients, or primarily casualty carriers. Nevertheless, many hospital management committees have sponsored dual-purpose designs which, with the aid of the coachbuilders' ingenuity, are proving successful.

The essentials of the sitting-case ambulance are those of the public service vehicle, modified in detail to the requirements of the authority. A typical design is that of Reading and Co., Ltd., London Road, Portsmouth. This company has built a nine-seater on a Karrier 10-ft. 3-in.-wheelbase chassis for the Cheshire Foundation Home, near Liss, Hants. Its basic features are those of the Lilliput coach, adapted to provide double-hinged doors at the rear.

The near-side entrance door is also hinged and there are five seats on the near side and four on the off side. In addition, there is room for four invalid chairs in the centre gangway: a folding ramp facilitates their loading through the rear doors. Both the rear seats are



A simple and effective stretcher loading ramp and a hinged well step are features of this ambulance body by Spurling Motor Bodies, Ltd.

detachable and the near-side front seat is arranged to fold forwards. The off-side seat backs can be folded to accommodate a stretcher when required.

The new Martin Walter ambulance, based on the Bedford CAL chassis, offers four seating plans. As a personnel carrier it can lift 10 sitting patients, with driver and attendant. With permanent stretcher fittings (and a simple and effective loading gear), either three or five seated cases can be carried, in addition to the stretcher casualty, whilst another version provides for six sitting cases and a stretcher patient.

A raised translucent glass-fibre roof gives an interior height of 5 ft., and in spite of its modest interior dimensions, the ambulance has room for such essentials as a first-aid container, splint locker and spare blankets. A wide range of extras is available.

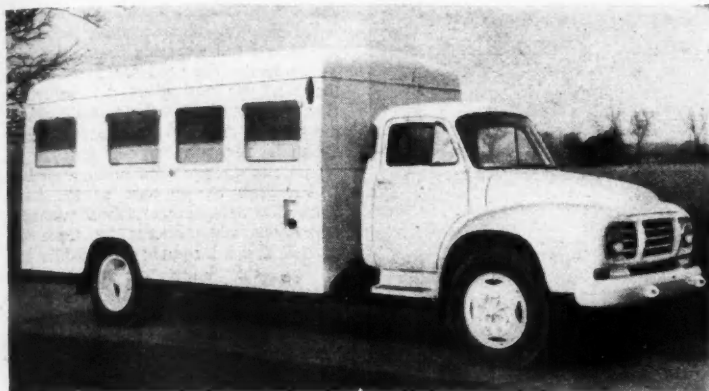
A Bedford CA chassis of 8-ft. 6-in. wheelbase is also used by Herbert Lomas, Ltd., Handforth, Wilmslow, Cheshire, as

the basis of ambulances. The alternative doors and with per gear.

A bro shortly be petrol-eng version, v produced

The la J1 chassi rather n produce a arrangem interest is

Allibodies
Appleyard
Avon Bodie
Bankfield
port, Lancs
Ltd., Wake
Motor Bodie
Barnard and
Suffolk, I
Works, Pay
Bros. (Com
Cheshire.
Place, Gre
E. W. C
Gate, Leice
on-Sea), L
Commercial
Road, Sou
(Coachbuil
Wigan, Lar
Co., Abbey
Curno and
Sunny I
Southend-on
Ltd., Barwi
Fox and
Yorks.
Garner M
on-Thames,
Jameson Pl
Belfast.
Southampton
Gloucester.
Estate, Car
Road, Nort
Newton Ro
J. H. Jo
Sandbach,
Ltd., Old C
Kenex Co
Kent, Ke
Works, Ric
Ltd., The V
Ltd., Ha
Dulkeith.
Lawton-G
way, Londo
mouth), Lt
Levers Gar
near Bolton
Tamworth
Herbert
Cheshire.
Longwell G



(Left) A mobile medical unit by Herbert Lomas, Ltd., recently supplied to Tonga. On a Bedford J4 chassis, the body has an overall length of 24 ft. 6 in.; the interior height is 6 ft. There are three compartments, a dispensary, doctor's consulting room and sister's room. Equipment includes an 8-gallon water supply, sterilizing unit, patient's couch, electric fan ventilation and generous cupboard space.

(Below) This well-equipped ambulance on the Austin Princess chassis was built by Appleyard of Leeds, Ltd., for the British Red Cross Society, Bradford. Accommodation is for five sitting patients or one stretcher, with an emergency stretcher berth above.

the basis of their new Junior dual-purpose ambulance. This vehicle is offered with the alternatives of double or single rear doors and there are five interior layouts with permanent or emergency stretcher gear.

A broadly similar specification will shortly be available on the Commer 1500 petrol-engined van chassis. A further version, with five seating arrangements, is produced on the Austin 152 chassis.

The larger dimensions of the Bedford J1 chassis offer the ambulance builder rather more scope and Lomas can produce as many as 13 different interior arrangements for the vehicle. Also of interest is the extensive use of glass-fibre



Some Ambulance Builders

Allbodies, Ltd., Dumballs Road, Cardiff.
Appleyard of Leeds, Ltd., North Street, Leeds.
Avon Bodies, Ltd., Millers Road, Warwick.

Bankfield Engineering Co., Ltd., Crossens, Southport, Lancs. Barking Garage and Engineering Co., Ltd., Wakering Road, Barking, Essex. Barnaby's Motor Bodies, Ltd., Neptune Street, Hull. O. G. Barnard and Sons, Ltd., Station Road, Stowmarket, Suffolk. Bonallack and Sons, Ltd., Nevendon Works, Paycocke Road, Basildon, Essex. Bowyer Bros. (Congleton), Ltd., West Heath, Congleton, Cheshire. Brade-Leigh Products, Ltd., 2 Market Place, Great Bridge, Tipton, Staffs.

E. W. Campion and Sons, Ltd., 45 Braunstone Gate, Leicester. Church Road Motors (Southend-on-Sea), Ltd., Church Road, Hadleigh, Essex. Commercial Motors (Harrow), Ltd., Sherwood Road, South Harrow, Middx. George Cross (Coachbuilders) and Co., Sandbrook Road, Orrel, Wigan, Lancs. Cunard Commercial Body Building Co., Abbeydale Road, Wembley, Middx. John H. Curno and Son, Parr Street, Coriside, Plymouth.

Sunny Dawes, Ltd., 211-223 West Road, Southend-on-Sea, Essex. Denver Motor Bodies, Ltd., Barwick Ford, near Ware, Herts.
Fox and Sellers, Ltd., 21-29 Naylors Row, Hull, Yorks.

Garner Motors, Ltd., Windmill Road, Sunbury-on-Thames, Middx. John Gibson and Son, Ltd., Jameson Place, Leith, Edinburgh.

Harkness Coachworks, Ltd., 25-45 McTier Street, Belfast. H.C.B. Engineering, Ltd., Totton, Southampton. Victor Healey, Ltd., The Quay, Gloucester. R. Hind, Ltd., Durrhill Trading Estate, Carlisle. Hooleys Garage, Ltd., Derby Road, Nottingham. Hutton (Coachbuilders), Ltd., Newton Road Continuation, Hove, Sussex.
J. H. Jennings and Son, Ltd., Crewe Road, Sandbach, Cheshire. Jones Bros. (Coachbuilders), Ltd., Old Oak Common Lane, London, N.W.10.

Kenex Coachwork, Ltd., Barwick Road, Dover, Kent. Kenning Coachwork, Ltd., Coronation Works, Ring Road, Leeds, 11. Kine and Taylor, Ltd., The Wharf, Godalming, Surrey. K. and I., Ltd., Harden Green Coachworks, Eskbank, Dalkeith.

Lawton-Goodman, Ltd., 135 Cricklewood Broadway, London, N.W.2. Lee Motor Works (Bournemouth), Ltd., 674 Wimborne Road, Bournemouth. Levers Garages, Ltd., Loncauseway, Farnworth, near Bolton, Lancs. Lindley Coachworks, Ltd., Tamworth Road, Long Eaton, Nottingham. Herbert Lomas, Ltd., Handforth, Wiltshire, Cheshire. Longwell Green Coachworks, Ltd., Longwell Green, Bristol.

Marshall Motor Bodies, Ltd., Airport Works, Cambridge. Marston Motor Co., Ltd., Seven Sisters Road, London, N.15. Maskell's (Brixton), Ltd., 297 Brixton Road, London, S.W.9. Metropolitan-Cammell-Weymann, Ltd., Vickers House, Broadway, London, S.W.1. Mickelover Transport, Ltd., Whitby Avenue, London, N.W.10. Alf. Miles, Ltd., Brockworth, Gloucester. W. Mumford, Ltd., St. Andrew Street, Plymouth. Myers and Bowman, Ltd., Cumberland Coachworks, Distington, Cumberland.

Oldland Motor Body Builders, Ltd., High Street, Oldland Common, near Bristol.

Palmer Coachbuilder, Ltd., Western Works, Twickenham Road, Hanworth, Middx. Papworth Industries, Papworth Everard, Cambridge. M. R. Pascall, Ltd., Pilot Works, Oakengates, Salop. Pilchers (Merton), Ltd., 314 Kingston Road, London, S.W.20. Plaxton (Scarborough), Ltd., Seamer Road, Scarborough.

Reall (Coachbuilders), Ltd., 470-474 Bath Road, Crippenham, Slough. Redhill Bodybuilding Industries, Ltd., Stephenson Way, Three Bridges, Sussex. Reeve (Coachbuilders), Ltd., Bridge Street, Pilsley, near Chesterfield. W. Robinson and Co., Vane Street, Wolverhampton. Rootes, Ltd., Mill Street, Maidstone, Kent.

Samlesbury Engineering, Ltd., Samlesbury, near Blackburn, Lancs. S. and B. Bodies, Ltd., Berkshire Road, Hackney Wick, London, E.9. Cecil Saunders, Ltd., Works Road, Letchworth, Herts. A. E. Smith and Son, Carrington Street, Kettering, Northants. G. C. Smith (Coachworks), Long Wharton, Loughborough, Leics. S.M.T. Sales and Service Co., Ltd., Roseburn Street, Edinburgh, 12. Sparshatt's (Metal Bodies), Ltd., Millbrook Trading Estate, Southampton. Spurling Motor Bodies, Ltd., Edwars Road, The Hyde, London, N.W.9. Stanhay (Ashford), Ltd., Elwick Works, Ashford, Kent. Thomas Startin, Jr., Ltd., 71 Aston Road North, Birmingham, 6. Strachans Successors, Ltd., Wales Farm Road, London, W.3.

W. L. Thurgood (Coachbuilders), Ltd., Widbury Hill, Ware, Herts. E. A. Turner (Kingston), Ltd., 163 London Road, Kingston-upon-Thames, Surrey.

Wadham Bros. (Coachbuilders), Ltd., 97-99 London Road, Waterloo, Hants. B. Walker and Son, Ltd., 1 Gammons Lane, Watford, Herts. Martin Walter, Ltd., Ullerton Works, Folkestone, Kent. Charles Wensley and Sons, Ltd., 68 Ings Road, Wakefield, Yorks. Westgate Motors (Wakefield), Ltd., Austin House, Wakefield, Yorks. Wilks and Meade, Ltd., Sayner Road, Leeds, 10. Wood and Lambert, Ltd., 49 Stamford Hill, London, N.16.

mouldings for roof, front and rear doors, wheel-boxes and the spare-wheel locker. Similar plastics construction is employed on the Dennis chassis.

Standard specifications include the Lomas patent stretcher, which allows movement of the patient's head or shoulders, as desired. This equipment is mounted in the ambulance on a special locking device and has two 12-in. rubber-tired wheels at the front and iron runners at the rear. The sitting patients' seat is also quickly convertible into a stretcher platform.

Variations on a Theme

Another coachbuilder with wide experience in the ambulance field, particularly for export, is Spurling Motor Bodies, Ltd., The Hyde, London, N.9. In recent months the company has produced several interesting variations, using the Bedford J1 chassis. Most offer accommodation for one stretcher case and four seated patients on individual seats. These are arranged to fold to form the support for a further stretcher-carrier, hinged on the side of the vehicle.

Using the same chassis, but with a 24-in. extension, the Ministry of Supply has specified a dual-purpose vehicle for the Royal Navy, designed to carry eight sitting cases or four stretchers. Refinements include a combustion-type oil heater, a 12-gal. water supply warmed by the heater, and a Perspex hand-basin connected to the tank below.

A neat, general-purpose ambulance on the Karrier chassis has been devised by Rootes, Ltd., Maidstone. The low loading



line makes the Karrier eminently suitable for this work, so that a wheeled stretcher can easily be moved in and out.

A longitudinal seat for sitting cases and the attendant occupies the offside wall, and the seating can be reversed to accept a further stretcher casualty. There is plenty of locker space for first-aid equipment, blankets and other gear.

Appleyard of Leeds, Ltd., North Street, Leeds, 7, appreciated early the advantages offered by plastics construction in ambulance building. Several of their products are based on private-car chassis, including the Austin Princess, the Morris Oxford and the Armstrong Siddeley Sapphire.

An unusual conversion of the Morris J2 van is available, with both rear and side doors. The side doors extend into the glass-fibre roof to improve the entry. The roof itself is designed to give an interior height of 5 ft. 9 in. There are three double and two single seats, some of which fold to accommodate the stretcher gear.

Perhaps the first coachbuilder to extend plastics construction to the whole of an ambulance body, Wadham Bros. (Coach-builders), Ltd., Waterlooville, Hants, offer a versatile model on the Morris LD

(Above) Based on the Karrier 10-ft. 3-in. passenger chassis, this ambulance by Reading and Co., Ltd., was built for the Cheshire Foundation Home at Liss. There are nine passenger seats and accommodation for four invalid chairs and a stretcher.

The ubiquitous Land-Rover in use as an ambulance by the Iraq Petroleum Co., Ltd. The Bonallack body is of aluminium, insulated with glass fibre, and accommodates a permanent stretcher, a folding stretcher and three sitting patients.

chassis. Structural strength is provided by double-skin construction with integral middle reinforcement. The roof is translucent and the colour impregnation is today fully acceptable.

The standard accommodation is for one stretcher case and five seated patients.

The low loading gear for the stretcher is installed on a chequer-plate locker on which is a self-elevating foam-filled bed. This obviates the need for a mattress on the stretcher and gives a comfortable ride. The seating on the opposite side of the body is reversible to expose stretcher channels for use in emergency. A separate seat is provided for an attendant.

A chassis as compact as the Land-Rover has been successfully converted to ambulance requirements by Bonallack, of Basildon. Designed for Middle East service, the body is insulated and accommodates one fixed and one folding stretcher, as well as sitting patients.

More than a score of these vehicles have been built in the past year for the Iraq Petroleum Co. Framed and panelled in aluminium alloy, the body is 14 ft. 9 in. long overall on a 109-in. wheelbase. Glass-fibre insulation, two roof ventilators and a separate sun roof, 1 in. above cab and body, cool the interior.



A Battery-electric Bin Carrier for West Ham

A NOVEL electric street-orderly vehicle to be used in conjunction with bulk-collection vehicles has been produced for West Ham Corporation by R. W. Osborne and Son, Ltd., Saffron Walden, Essex. The vehicle is based on a Ross-Auto RA.25 battery electric chassis with 210-amp.-hr. batteries.

The cab fitted is the Osborne Safetymatic type which allows stand-sit driving and good all-round vision. No doors are provided and two vertical windows at the bottom of the front panel permit the driver to see the road up to the front of the vehicle.

Bodywork consists of two 1-cu.-yd. light-alloy bins mounted on a roller conveyor. The bins are located by rubber bump stops at front and rear and by a flick-over retainer in the centre of the conveyor. On street-sweeping work, the bins, when full, are raised from the rear of the orderly by the lifting gear on the bulk-collection vehicle and emptied into its body.

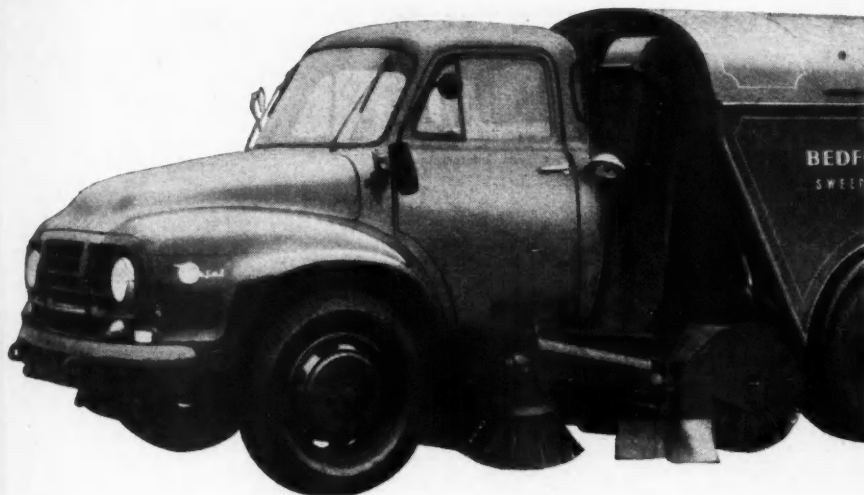
The Ross-Osborne orderly may also be used for the gritting of highways.

B28

This street-orderly vehicle for West Ham Corporation is based on a Ross-Auto battery-electric chassis. The bins for street sweepings are emptied by a bulk-collection vehicle.



the stretcher is
te locker on
am-filled bed.
a mattress on
comfortable
opposite side of
pose stretcher
ergency. A
an attendant.
as the Land-
y converted to
by Bonallack,
r Middle East
insulated and
and one folding
patients.
these vehicles
at year for the
d and panelled
body is 14 ft.
-in. wheelbase.
o roof venti-
n roof, 1 in.
the interior.



The Bedford Lacre Sweeper Collector

Low in first cost . . . low in operating cost . . . low in maintenance cost! That's the big threefold assurance you get with the Bedford Lacre Sweeper Collector, one in the range of outstanding Bedford municipal vehicles.

In every detail, the Bedford Lacre has been designed for today's special road conditions. It solves problems that no conventional mechanical sweepers can properly cope with. Consider these points:

Scouring. The unique mounting of the brushes on the Bedford Lacre allows the brushes to scour the gutters completely clean.

One-man operation. Driving, sweeping, tipping - they're *all* done by one man in the Bedford Lacre, cutting out the expense of two- and three-man teams, as well as reducing time on the job.

Compact design. Neat, compact, and easily manoeuvrable in almost every

type of street - the Bedford Lacre ensures *whole city* mechanical cleaning.

Versatility. Road gritting *or* sweeping . . . front and brush sprays that can be used together *or* separately, *or* can be cut out . . . day *or* night operations . . . left *or* right hand drive . . . wide *or* narrow sweeping . . . petrol *or* diesel power . . . these are some of the important facts that make the Bedford Lacre one of today's most versatile municipal vehicles.

And remember: the Bedford Lacre carries all the advantages of Square Deal service from over 575 Bedford dealers. Low-priced sweeper replacement parts are available from 12 depots throughout the country. For literature, contact your local Bedford dealer or write direct to the Municipal Vehicle Department, Vauxhall Motors Limited, Luton, Beds.

IT PAYS TO STANDARDISE ON BEDFORDS

Bedford the one-make fleet



Fire appliances from £2,700



Ambulances from £750



Refuse collectors from £645



Tipplers from £565



Dropside Trucks
from £520 10s.



Cesspit Emptiers
from £1,415



Coaches from £2,127



Tractor Units from £790



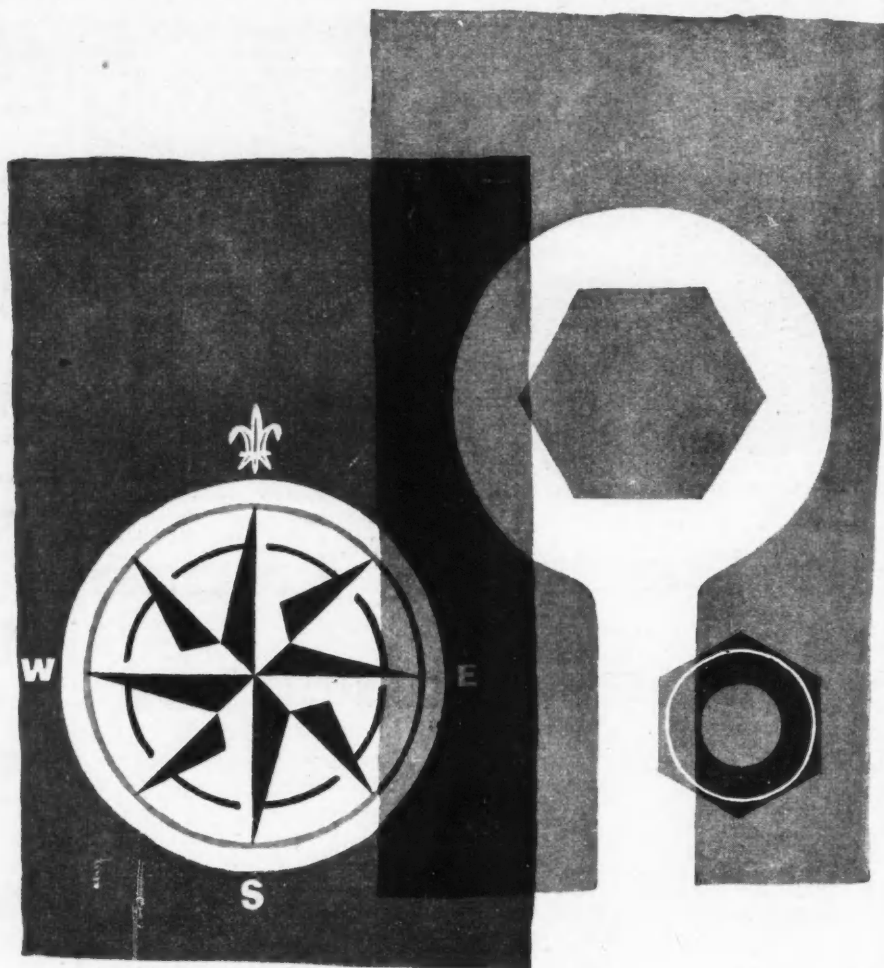
Vans from £445



Personnel carriers
from £551



Tower Wagons from £697



Press on to . . . where ?

Where's the nearest place on the list? Ipswich? Ipswich it is then. It might have been Belfast, Bristol, Edinburgh, Leeds, Liverpool, Carlisle, Cardiff, London (Kilburn), London (Blackheath), Manchester, Birmingham, Newcastle, Nottingham, Plymouth, Southampton, Glasgow or Sheffield—for Simms have service depots in all these places . . . 18 in all. They all carry large stocks of diesel fuel injection and electrical spares for all makes of equipment. All are staffed by experienced mechanics who have at their disposal the kind of specialised equipment that renders commercial vehicle servicing not only reliable but quick. These are the places wise drivers make for when their pumps or electrics require routine servicing or urgently need a spare.

Simms

SIMMS MOTOR UNITS LIMITED, EAST FINCHLEY, LONDON, N.2.



THE mo
Brit
York, and
display wi
commercial
Leyland
subsidiary,
Chieftain
under the
plate. B
Chieftain
operating
Following

Ltd., have
Electric Ve
will be th
which can
ranges of
also their
shop base
control 4-t

Other Co
by the Ro
chassis ex
12-seat co
Also to be
of the Com

A Morr
and the A
featured b
tion in ad
and an Au

Van an
Atlas 10-12
Standard-T
Ford Moto
the Thame
estate car

*The only
vehicles
Leyland
Chieftain
in the U.S.
by a Clyd*

of the Tha
Motors, Lt
other Briti
of small
U.S.A. T
private car

There
untapped
control va
exhibits d
British ma
Other tha
relatively
no Americ
compete o
the British
British-b
Ford trac
American-p
but equip
Massey-Fer
is of Briti

The latte
tractor wh
fitted with

British Vehicles on Show in New York

THE motor industry is well represented at the comprehensive British Exhibition which opens today at the Coliseum, New York, and closes on June 26. Whilst the majority of the industry's display will be devoted to private cars, an impressive number of commercial vehicles is also shown.

Leyland Motors, Ltd., through their recently established U.S. subsidiary, Leyland Motors (U.S.A.), Ltd., are showing Albion Chieftain and Clydesdale chassis, which in the U.S.A. are sold under the Leyland name and carry the parent company's nameplate. Both vehicles appear in chassis and cab form. Two Chieftain chassis with Gindy aluminium bodies are already operating in New York.

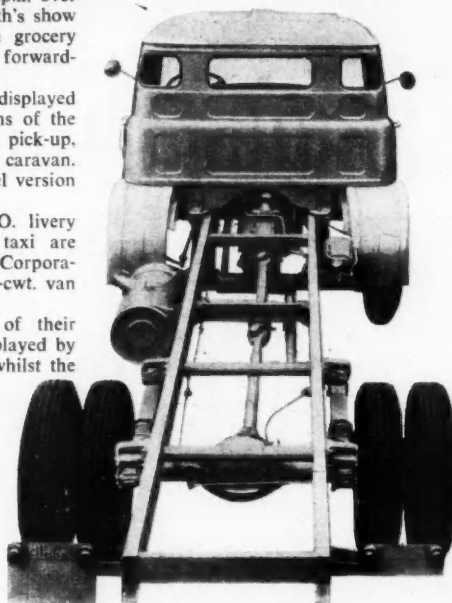
Following their success in Canada, Smith's Delivery Vehicles, Ltd., have just entered the U.S. market by setting up Smith's Electric Vehicle Sales, Runnemede, New Jersey. Their main exhibit will be the Commuter 25-cwt. battery-electric delivery vehicle which can travel at up to 25 m.p.h. over ranges of about 50 miles. Smith's show also their Routevendor mobile grocery shop based on the Commer forward-control ½-ton chassis.

Other Commer ½-tonners are displayed by the Rootes Group. Versions of the chassis exhibited include a van, pick-up, 12-seat coach and four-berth caravan. Also to be seen is the multi-fuel version of the Commer TS3 engine.

A Morris ½-ton van in G.P.O. livery and the Austin metropolitan taxi are featured by the British Motor Corporation in addition to an A152 15-cwt. van and an Austin Gipsy Mark II.

Van and pick-up versions of their Atlas 10-12-cwt. chassis are displayed by Standard-Triumph Sales, Ltd., whilst the Ford Motor Co., Ltd., show the Thames 5-cwt. van and estate car and van versions

The only heavy commercial vehicles shown are on the Leyland stand. This Albion Chieftain, known as Leyland in the U.S.A., is accompanied by a Clydesdale 14-ton-gross chassis.



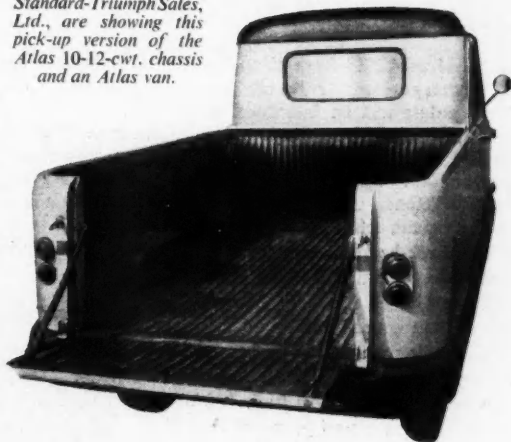
of the Thames 15-cwt. chassis. Vauxhall Motors, Ltd., are not competing with the other British manufacturers in the sale of small commercial vehicles in the U.S.A. Their display is confined to private cars.

There is undoubtedly a largely untapped market for small forward-control vans in the U.S.A. and the exhibits described above indicate that British manufacturers are aware of this. Other than specialized and, therefore, relatively expensive designs, there are no American-built vehicles which can compete on load space and economy with the British models shown.

British-built tractors exhibited by the Ford tractor division are fitted with American-produced Ford implements, but equipment on tractors displayed by Massey-Ferguson (United Kingdom), Ltd., is of British origin.

The latter concern show a 25-year-old tractor which was one of the first to be fitted with a hydraulic system and was

Standard-Triumph Sales, Ltd., are showing this pick-up version of the Atlas 10-12-cwt. chassis and an Atlas van.



the forerunner of the current Massey-Ferguson designs on view.

Component suppliers, as well as vehicle manufacturers, are included in the exhibition. On show for the first time by Perkins Engines, Ltd., is the P4/203 car engine, which is a development of the established P4 and produces 62 b.h.p. at 3,000 r.p.m.

The 1.6-litre Perkins Four 99 oil engine has already found a substantial application in the U.S.A. as a power unit for self-contained mobile refrigeration plant. An industrial version of this engine producing up to 42.3 b.h.p. at 3,600 r.p.m. and a marine Four 99 are displayed.

The British branch of the Cummins Engine Co., Ltd., exhibit four of their British-manufactured engines. One of these is the six-cylindered NH-250-B, which is making its debut.

Other exhibitors in the commercial-vehicle industry include Amal, Ltd., Smith's Motor Accessory Division, who show their automatic transmission system, Joseph Lucas, Ltd., C.A.V., Ltd., Girling, Ltd., Hallam, Sleigh and Cheston, Ltd., Lep Transport, Ltd., and the Rover Co., Ltd.

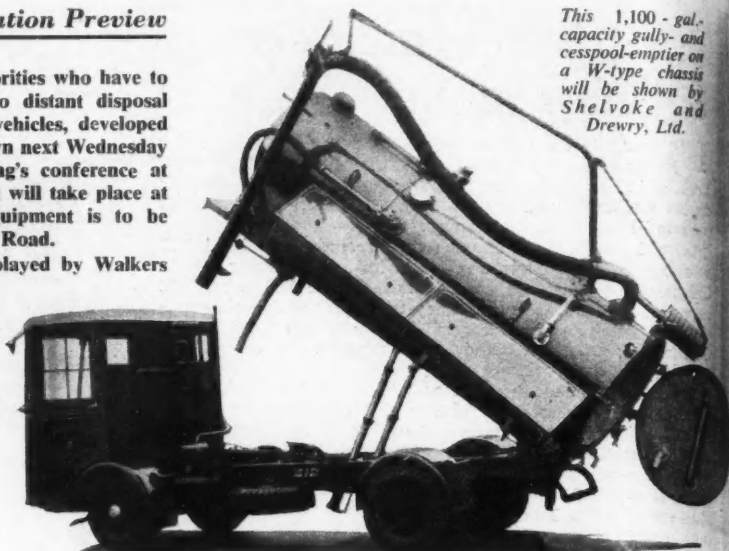


Smith's Delivery Vehicles, Ltd., who have recently set up an American sales organization, display the Commuter 25-cwt. battery-electric which has met with considerable success in Canada. Smith's show also their mobile shop conversion of the Commer ½-tonner.

I.P.C. Conference Demonstration Preview

DELEGATES from cleansing authorities who have to carry refuse from city centres to distant disposal points will be interested in two vehicles, developed to solve this problem, which will be shown next Wednesday during the Institute of Public Cleansing's conference at Portsmouth. The vehicle demonstration will take place at Eastern Road, whilst earth-moving equipment is to be shown on the following day at Tangiers Road.

The bulk-handling designs to be displayed by Walkers and County Cars and Powell Duffryn will be almost the only equipment, other than some appliances in the earth-moving display, to be shown for the first time. Design of refuse-collection vehicles appears to have consolidated during the past year and few, if any, new or modified bodies will be seen unless there are some last-minute disclosures.



This 1,100-gal.-capacity gully- and cesspool-emptier on a W-type chassis will be shown by Shelvoke and Drewry, Ltd.

Bulk-handling Innovations at I.P.C.

New Methods for Disposal of Refuse will be Highlights of Cleansing Conference: Status Quo Preserved on Collection Vehicles but More Earth-movers to be Demonstrated

The 55A tractor shovel is the smallest model in the Michigan range. It is to be demonstrated by Michigan (Great Britain), Ltd. The transmission, which incorporates a torque converter, provides four speeds forward and reverse whilst power assistance is available for steering and gear-changing.



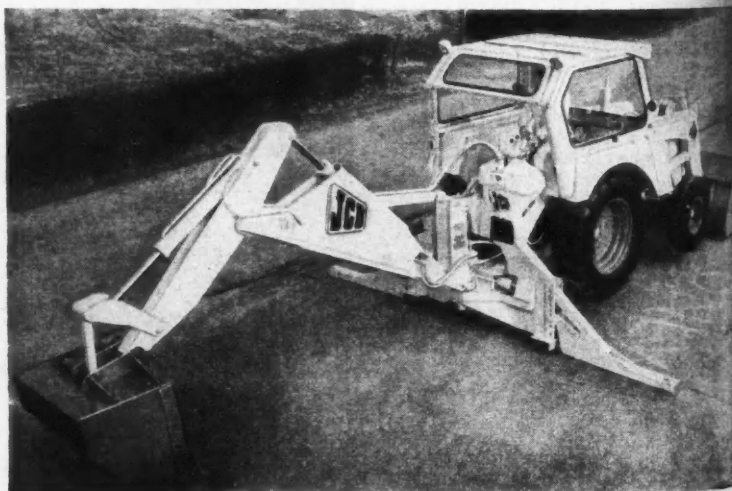
Refuse and Salvage Collectors

THE Lodek 25-cu.-yd. barrier-loading semi-trailer to be shown by Glover, Webb and Liversidge, Ltd., 561 Old Kent Road, London, S.E.1, is one of a number for Liverpool Corporation and incorporates dust-control devices developed by this authority. Four fans in the body roof maintain a forward current of air to prevent dust from being drawn from the rear of the vehicle when it is on the move.

The Haller continuous-compression body manufactured by this concern will

First announced on May 19, the Bamford J.C.B.4 excavator will be making its first public appearance. It has larger buckets and more power than the Hydra-Digger-Loadall, which it supersedes. The new machine will be exhibited by the Marsh Plant and Machinery Co., Ltd.

B32



(Above) S...
Yorkshire-...
The unit, v...
Engineering...
has a co...
hydraulic

This gully-...
Engineering...
Council...
into two c...

1,100 - gal.
ity gully- and
ool-emptier on
-type chassis
be shown by
voke and
rewry, Ltd.



A Seddon Mark 15 chassis with Perkins P6 oil engine is the basis for this Compressmore 18-26-cu.-yd. vehicle, to be shown by the Eagle Engineering Co., Ltd. The refuse is compressed hydraulically and discharged by tipping.

appear with Zoller dustless-loading apparatus. Other exhibits will include a 25-cu.-yd. Dual-Tip body on a Karrier chassis, and a 41-cu.-yd. capacity bulk-refuse transporter with moving-floor discharge to allow it to be emptied under any tip conditions. Also to be shown is the Marlborough trailer-mounted mobile lavatory.

The Lodek semi-trailer shown will be drawn by a Scammell Scarab tractor, whilst Scammell Lorries, Ltd., Watford, Herts, will demonstrate a similar tractor with an Eagle Speedyload semi-trailer. This will be the first appearance of the Speedyload rotating body on a semi-trailer. The body drum is driven by a

tions at Portsmouth Show

(Below) The Johnston gutter cleaner picks up dirt through a suction nozzle after it has been loosened by a scarifying brush. An extension hose and nozzle is provided for pavement cleaning. It will be demonstrated by Johnston Brothers.



(Above) Seen in its street-watering role is the Yorkshire-Commer gully- and cesspool-emptier. The unit, which is to be shown by the Yorkshire Engineering and Welding Co. (Bradford), Ltd., has a capacity of 800 gal. and employs hydraulic pressure to dehydrate and discharge the sludge collected.



This gully-emptier, to be shown by the Eagle Engineering Co., Ltd., is for Chelsea Borough Council. The 750-800-gal. tank is divided into two compartments to hold sludge and re-sealing water.



hydraulic motor powered by a pump on the tractor.

The Eagle Engineering Co., Ltd., Warwick, will also show a Speedyload body of 32-cu.-yd. capacity mounted on a rigid Dennis Pax chassis. The steel body is clad in a plastics outer cover and a six-man crew cab is provided. When dustless loading gear is fitted to this body, it is known as the Cleanload.

A Seddon Mark 15 carries the other Eagle body to be shown—an 18-26-cu.-yd. Compressmore in which compression is achieved by a hydraulically powered barrier. The final exhibit will be a semi-trailer designed to carry eight Paladin bins.

Another Seddon-Eagle Compressmore is to be the sole exhibit of Seddon Diesel Vehicles, Ltd., Oldham, Lancs.

Shefflex, Ltd., Sheffield, one of the pioneers of dustless loading in this country, are to display their 18-cu.-yd. self-loading body on a Dennis Pax chassis. The loading shutter used, which was seen first at the I.P.C. conference last year, is in contact with the mouth of the bin during the complete emptying cycle to prevent spillage.

Two Loading Cradles

The Yewco forward- and -rearward tipping dustless-loading refuse body to be shown by the Yorkshire Engineering and Welding Co. (Bradford), Ltd., Bradford Road, Idle, Yorks, is now fitted with only two loading cradles. One is manually operated and the other is provided with air assistance to deal with larger bins. The 17-cu.-yd. body, which is the Dutch De Graaf design built under licence, now incorporates a hydraulically powered compressor plate which increases its effective capacity by a claimed 25-30 per cent.

The vehicle is based on a Guy Otter chassis and the cab structure includes a 2-cu.-yd. salvage compartment. Yewco offer their own lidded bins of 1½-, 2- and 2½-cu.-ft. capacity for use with the loading gear.

The Tippax body manufactured by Dennis Bros., Ltd., Guildford, Surrey, has not been shown previously to I.P.C. delegates. It is a forward-and-rearward tipping design, and the model shown will be fitted with gear for dustless emptying of bulk containers. The shutter, to accommodate the containers, can be opened to permit manual loading.

Paxit II compression vehicles will be the basis of the four other Dennis exhibits. Various types of dustless-loading gear will be shown with these vehicles, some of them for the first time.

A new compression device for consolidating refuse in their fore-and-aft tipping bodies has been developed by Shelvoke and Drewry, Ltd., Letchworth, Herts. It will be incorporated in 26- and 12-cu.-yd. bodies to be shown and in a container-loading version of the design. The equipment is known as the Mark II Powerpress and is said to give better results than the previous device.

The latest version of the Pendulum compressor body, which will be exhibited by John Gibson and Son, Ltd., Edinburgh

burgh, 6, provides greater compression than its predecessors and thus has a slightly larger load capacity.

Other Pendulum bodies on view will be of 10-15-cu.-yd. and 12-18-cu.-yd. capacities on Dennis Heron and Karrier Gamecock chassis respectively. Gibson are now building the Paladin container-lifting mechanism under licence, and the equipment will be shown in addition to their own design of bin-hoist.

All six vehicles demonstrated by Karrier Motors, Ltd., Luton, Beds, will have oil engines. The three Bantams shown will carry 7-9-cu.-yd. side-loading bodywork, a 12-13-cu.-yd. Dual-Tip, and an 11-15-cu.-yd. compression body.

Refuse-collection bodywork for the three Bedford chassis to be shown by Vauxhall Motors, Ltd., Luton, Beds, is manufactured by the Eagle Engineering Co., Ltd. Their Speedyload body is to be mounted on a 7-ton oil-engined chassis with crew cab.

A forward-control 6-ton chassis with a 12-20-cu.-yd. Compressmore body is another exhibit, whilst a side-loading body on a normal-control J-type chassis will complete the Bedford display.

Refuse-collection bodies on the chassis exhibited by the Ford Motor Co., Ltd., Dagenham, Essex, will also be exclusively Eagle designs. Once again, Ford will display the Thames 15-cwt. chassis with a 3-cu.-yd. side-loading body, whilst two Thames Trader 5-tonners will be seen with 12-20-cu.-yd. Compressmore bodies.

The exhibit of Walkers and County Cars, Ltd., Fleet, Hants, will not be shown in the demonstration arena at Portsmouth, but should arouse much interest nevertheless. It is a complete system for bulk-refuse transport which will be shown in model form. The M.P.L. system, as it is known, is intended to overcome problems in bulk transport arising from the decreasing density of refuse.

The other new bulk-load development which will be making its first appearance at an I.P.C. conference is the American Dempster equipment now manufactured in this country by the Powell Duffryn

Engineering Co., Ltd., 8 Great Tower Street, London, E.C.3. The Dumpmaster body to be shown is a compression-type unit loaded through an aperture in the front of the body roof.

It can be used also for collection work when fitted with overloader arms to raise a hopper from in front of the cab.

The other Powell Duffryn exhibits will be the Dinosaur demountable body and Dumpster container handling gear. The Dinosaur is a fully enclosed container which can be used as a large portable receptacle for refuse, and when full can be picked up easily for transfer to the disposal point. The Dempster equipment is attached to a conventional chassis to allow it to raise and carry open or closed containers.

Sweepers

BOTH Vauxhall Motors and Lacre Lorries, Ltd., Letchworth, Herts, will be demonstrating examples of the Bedford-Lacre sweeper-collector. This vehicle, based on the Bedford JA4 normal-control chassis, has undergone no recent modifications.

The Sweepmaster, to be shown by Lewin Road Sweepers, Ltd., West Bromwich, is based on a Seddon chassis and provides width of sweep up to 7 ft. It will be accompanied by the Lewin mechanical orderly sweeper, which has compact overall dimensions and a sweeping width of 5 ft.

An Austin chassis is the basis of the suction cleaner which is to be displayed by Johnston Brothers, Dorking, Surrey. Two exhaustor fans draw in air and dirt through a suction orifice mounted immediately behind the channel brush.

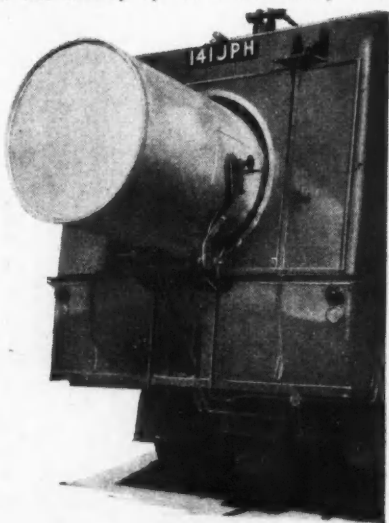
The familiar Yorkshire-Commer sweeper-collector, to be shown by the Yorkshire Patent Steam Wagon Co., will be specially equipped to permit it to operate on both sides of one-way streets and on carriageways of dual roads.

A single-cylindere air-cooled engine powers the Verro Minor sweeper to be exhibited by Alfred Miles, Ltd., Cheltenham. It has rear-wheel steering and hydraulic transmission.

American Wayne sweepers are to be shown this year by the Kent Engineering and Foundry, Ltd., Maidstone, Kent. The 706 three-wheeled model provides sweeping widths up to 6 ft. at speeds up to 10 m.p.h.

A battery-electric orderly truck of 1-ton capacity, capable of carrying 12 plastics refuse bins, and another chassis with a 2½-cu.-yd. tipping body will be displayed by the Harborough Construction Co., Ltd., Market Harborough, Leics. Other

(Continued on page 639)



The Tippax will be on show for the first time at an I.P.C. conference. It is manufactured by Dennis Bros., Ltd., and will be displayed with this equipment for the dustless loading of bulk containers.

Moto

There are many different ways to stick to Britain. W.B.P. Ltd y cash at ag



TH

Great Tower
Dumpmaster
impression-type
perature in the
collection work
arms to raise
the cab.
n exhibits will
ble body and
ng gear. The
used container
large portable
when full can
transfer to the
mpster equip-
ntional chassis
carry open or

rs and Laere
rth, Herts, will
ples of the
ollector. This
Bedford J4A
s undergone no

be shown by
Ltd., West
Seddon chassis
eep up to 7 ft.
by the Lewin
per, which has
sions and a

ne basis of the
to be displayed
orking, Surrey,
in air and dirt
mounted imme-
l brush.

eshire - Commer
shown by the
Wagon Co., will
o permit it to
one-way streets
ual roads.

r-cooled engine
sweeper to be
s, Ltd., Chelten-
eel steering and
on.

sweepers are to
r by the Kent
Foundry, Ltd.,
The 706 three-
vides sweeping
at speeds up to

orderly truck of
ble of carrying
ns, and another
-cu.-yd. tipping
played by the
action Co., Ltd.,
n, Leics. Other
page 639)

on show for the
C. conference.
y Dennis Bros.,
played with this
lustless loading
ainers.



Motoring-is-such-a-very-frightening-business

There are lots of different kinds of driver on the road. A good many different kinds of fuel too. The safest thing to do is to stick to BP Diesel - available at Agency sites throughout Britain. With a Diesel Agency card issued by Shell-Mex and B.P. Ltd your drivers can fill up with BP Diesel on credit, or cash at agency rates.

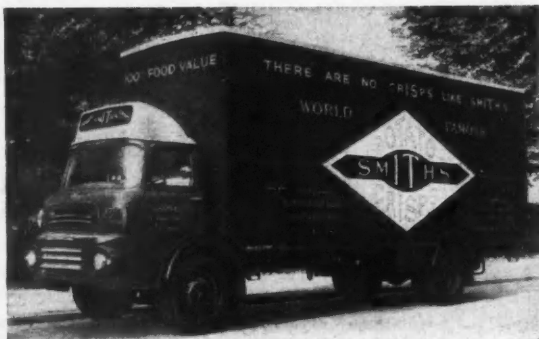


THIS IS THE SIGN THEY SHOULD LOOK FOR.

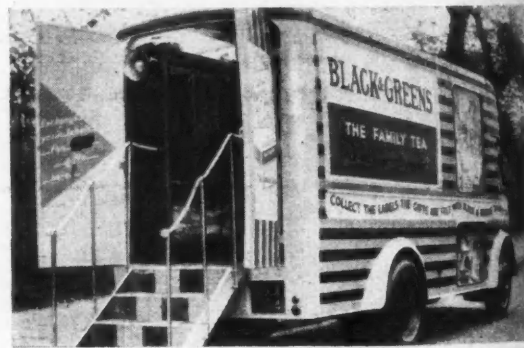


More Fleet users who choose Bodywork by

Normand



Whether your needs are of a specialised nature or you simply need first-class bodywork of the conventional type, send us particulars of your requirements, or we will send a technical representative to see you.



Normand

NORMAND LIMITED, PARK ROYAL, LONDON N.W.10
TELEPHONE ELGAR 7757 (8 lines)
B36

electric ord
by Sidney
Brighton, S

Gully and Emptying

A TRA emptying
Yorkshire
Leeds, 10, i
arterial road
by a Fergus
would run
centre strip
not to imp

A Yor
cesspool-em
and a small
pedestrian-c
also be seen

Yorkshire
800-gal. ca
Thames Tr
strated by
similar cha
gully-empty
this case t
manufactur

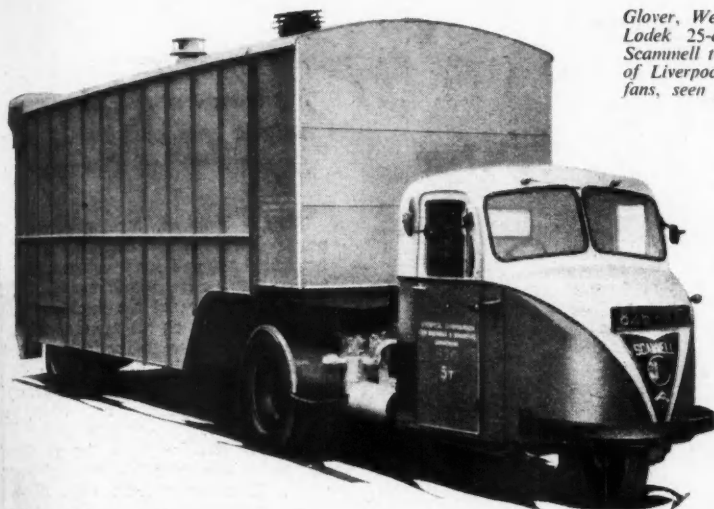
Eagle ap
normal-con
Vauxhall
exhibit a B
gal-capacit

A 1,100-
to be show
Karrier 6-
water pump
be used fo
Shelvoke
example o
1,100-gal.-c

Gritter

Plough

HYDRA
mech
8-cu.-yd, g
spinners to
Agricultura
Lancs, on



Glover, Webb and Liversidge, Ltd., will display this Lodek 25-cu.-yd. semi-trailer behind an oil-engined Scammell tractor. The vehicle is to the specification of Liverpool Cleansing Department, and incorporates fans, seen protruding from the roof, to control dust.

electric orderly trucks are to be shown by Sidney Hole's Electric Vehicles, Brighton, Sussex.

Gully and Cesspool-Emptiers

A TRACTOR and trailer gully-emptying unit to be shown by the Yorkshire Patent Steam Wagon Co., Leeds, 10, is intended to be used on main arterial roads. It is drawn and powered by a Ferguson tractor and, in operation, would run on the road verges or on the centre strip of dual carriageways so as not to impede road traffic.

A Yorkshire-Karrier gully- and cesspool-emptier and street-washing unit, and a small gully-emptier mounted on a pedestrian-controlled electric chassis will also be seen.

Yorkshire gully-emptying equipment of 800-gal. capacity will be fitted to a Thames Trader 5-tonner to be demonstrated by the Ford Motor Co., Ltd. A similar chassis is the basis for another gully-emptier to be shown by Ford. In this case the 750-800-gal. equipment is manufactured by Eagle.

Eagle apparatus is fitted, too, on a J4 normal-control chassis to be shown by Vauxhall Motors, whilst Eagle will exhibit a Bedford 5-ton chassis with 800-gal.-capacity cesspool-emptying gear.

A 1,100-gal. gully- and cesspit-emptier to be shown by Eagle is mounted on a Karrier 6-ton chassis. An auxiliary water pump is fitted to allow the unit to be used for high-pressure street washing.

Shelvoke and Drewry will display an example of their W-type chassis with 1,100-gal.-capacity gully-emptying gear.

Gritters and Snow

Ploughs

HYDRAULIC drive for all the body mechanism is employed on a new 8-cu.-yd. gritter body with front-mounted spinners to be displayed by Atkinson's Agricultural Appliances, Ltd., Clitheroe, Lancs, on a Bedford chassis. The

hydraulic motors used give independent control of spinner and conveyor speeds to provide accurate adjustment of the spreading rate. The Atkinson Municipal wheel-driven trailer-gritter will also be displayed.

Two gritting machines, a device for dispersing grit from the gutter, a snow blower and two snow-ploughs, one of which is new, will be exhibited by William Bunce and Son, Ashbury, Swindon, Wilts.

The Rolba Co., Ltd., London, S.W.1, will have on show their Snow-Boy snow blower and the type 2012 rotary snow-plough, whilst Gloster Tractors, Ltd., Pucklechurch, Bristol, will show gritting machinery.

Earth-moving Equipment

THE 55A tractor shovel to be shown by Michigan (Great Britain), Ltd., London, S.W.1, is available with Leyland, Ford or Perkins oil engines. Its transmission incorporates a torque converter and provides four speeds forward or reverse. The bucket fitted has a capacity of 1 cu. yd. and can lift 7,000 lb.

This shovel has been found particularly useful for dealing with oil pollution on South Coast beaches, where its ability to work in deep shingle is advantageous.

All buckets on the Bamford J.C.B.4 excavator are larger than those fitted to the Hydra-Digger-Loadall which it has superseded. The unit also has more power and a redesigned cab. It will be exhibited by the Marsh Plant and Machinery Co., Ltd., Emsworth.

Loadmaster 700 and 800AT loading shovels which have front-wheel and rear-wheel drive respectively are to be demonstrated by the Chaseside Engineering Co., Ltd., Hertford, in addition to their four-wheel-drive 1000 model. The 1000 has a new transmission train which includes a torque converter and hydraulic multiple clutches.

The Muir-Hill 2WL Mark II loader, to be shown by E. Boydell and Co., Ltd.,

Manchester, will be fitted with a Sherman digger attachment driven from the hydraulic system for the loading mechanism. This two-wheel-drive model will be accompanied by the FD4 loader which has two-pedal control, four-wheel drive, and five bucket sizes.

A Fordson Power Major oil-engined tractor fitted with a Muledozer angled-blade operated by twin hydraulic rams will be displayed by Mobile Power (London), Ltd., Enfield, Middx. The tractor will be equipped also with Rotaped tracks on the rear wheels.

From Tracks to Tyres

The change from tracks to tyres and vice-versa can be made in 30 minutes using a wheel brace and jack only. A small trailer is provided to carry the tracks so that the tractor can proceed from site to site under its own power.

A 4-cu.-yd. front-end loader will be fitted to the 950 industrial tractor shown by David Brown Construction Equipment, Ltd., London, W.1. Also to be displayed are a 50TD 1-cu.-yd. loading shovel and a refuse-tip dozer based on a similar tractor.

The loading shovel provides a maximum dumping height of 10 ft. 6 in., to which it will lift from ground level in under six seconds. Alternative attachments include an angledozer blade, a logging clamp, a fork-lift and a rear-mounted ripper.

A lifting capacity of 3,400 lb. in a 14-cu.-yd. bucket is provided by the L.60 four-wheel-drive loading shovel to be demonstrated by F. E. Weatherill, Ltd., Welwyn Garden City. This concern will also show their special refuse tip version of the 12H rear-wheel-drive shovel.

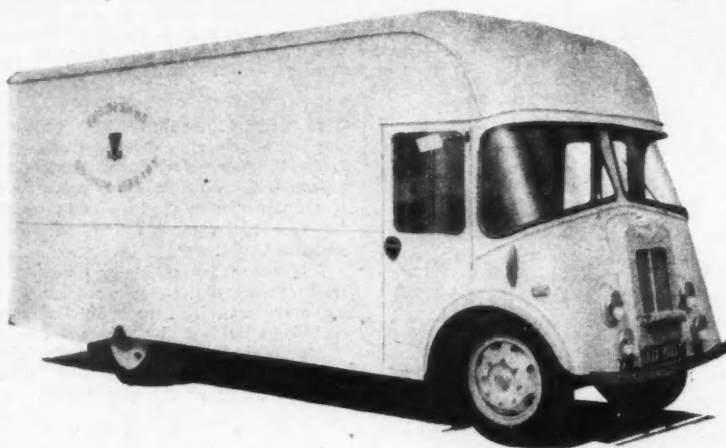
Bristol D44 crawler tractors are the bases of all the exhibits of H. A. Saunders, Ltd., London, N.12. Versions of the unit shown will include an angledozer, an overhead loader and a digger-loader, which can be fitted also with an angledozer.

New Caterpillar

The new Caterpillar D4C tractor, now being manufactured in this country, will be shown by Fred Myers, Ltd., London, W.1, who will display also a number of John Deere tractors fitted with Lanz ancillary equipment.

Three models will be shown by the Merton Engineering Co., Ltd., Feltham, Middx. These will be the R50 two-way loader, a similar model with four-wheel drive and the forward-loading F59.

Other earth-moving equipment will be displayed by the J. I. Case, Co., Ltd., West Drayton; Ernest Doe and Sons, Ltd., Malden, Essex; the Ford Motor Co., Ltd.; Mackay Industrial Equipment, Ltd., Feltham; Walkers and County Cars, Ltd., Fleet, Hants; Thos. W. Ward, Ltd., London, W.C.2; and Steel Fabrications (Cardiff), Ltd., Cardiff.



Weight-saver: a mobile library for Shropshire on a Guy chassis, built almost entirely of plastics by Holmes (Preston), Ltd. Exterior and book-shelving are in plastics, and a translucent variety of the same material is used for the roof.

Local Authorities' Enterprise and Specialized Bodybuilding Have Brought Literature Within the Reach of the Smallest Rural Community

Thus, wheelbase, turning circle and power available to carry a load of between 2,000 and 3,000 volumes are the most important requirements. The degree of luxury of the interior fittings depends entirely on the money available. Librarians appear to be fairly evenly divided as to the desirability of the "baronial hall" and "contemporary" styles. Coachbuilders are happy to produce either.

Several chassis have been found entirely suitable for this type of bodywork. The Austin 2-3-tonner, Bedford 3-tonner, Karrier Gamecock, Guy Vixen, Morris and Thames are all giving good service in different counties. Some

BOOKS for the MILLION

THERE was a time, and not so long ago at that, when the local public library, a Victorian-Gothic edifice of gloomy splendour, was notable principally for its warmth and proof against the rain. It was used largely by the old-age pensioner, the unemployed and the student. It was supervised by a highly qualified and dispirited person, well able to advise on any reading material, from Abelard to Zola, and the turnover rate was remarkably low.

Since the most recent major passage of arms, things have been very different. Throughout the country, figures for books issued have shown a steady upward trend which speaks well for education as provided today. Possibly it reflects the high price of new books, too. Certainly, it speaks highly for the library service itself. Ratepayers who have discovered their public library, use it constantly, for it caters for every taste and need.

In nearly every case, the atmosphere of the past, an unpleasing compound of board school and under-capitalized institution, has given place to bright reading rooms, with well-stocked and well-indexed shelves. In spite of, or perhaps because of, television and the compulsion of the flickering screen, more books are read today than ever before.

Wide Selection

Most issues come from the fiction shelves but the non-fiction sectors, biography, travel, history and technical works are being used increasingly. Libraries and county education authorities work in close touch.

With the more enterprising local authorities, the service of bringing the library to the reader was a post-war development. It followed, naturally enough, the Service tradition of welfare, in which most things, including cinemas, canteens, Ensa Follies and blood banks, came on wheels. It was appreciated that funds would scarcely stretch to providing every village and new housing estate with

The bodybuilders' problem is concerned largely with the weight on the walls. This interior on a Karrier Gamecock, by P. G. Page, Ltd., Colchester, indicates how the books are carried.



a library. But a mobile library, for most authorities, was a practical possibility.

Many of the earlier mobile libraries were somewhat crude conversions of vans or single-deck buses. Some of them are still in action, but many more fell by the wayside because there is more in their successful construction than meets the eye. The basis of trouble is normally that the load is carried on the walls of the vehicle and not on the floor: a conversion is seldom tough enough for the job, except at the cost of weight.

Each local authority has its own ideas about the right vehicle for the job and takes a number of factors into consideration before producing a specification for tender. Few mobile libraries, even in remote country districts, are required to cover an annual mileage of more than about 10,000. What is of more importance is the nature of the routes they travel in all weathers.

examples have extended chassis, but, on the whole, drivers prefer the improved lock of the standard wheelbase.

Certainly, a quantity-produced chassis of 2-4-ton capacity appears to meet requirements admirably. Outside this range, at least one authority is using a Leyland Comet and others favour the 10-15-cwt. van conversion, which normally carries about 800 volumes.

So far as the layout of the interior is concerned, it is a matter of *quot homines, tot sententiae*. The most important feature to decide is where the borrowers' door is going to be placed, for that will largely determine the location of the librarian's counter and the shelving.

Today, there appears to be some agreement that the main door should be on the near side and to the rear of the cab, allowing sufficient space for a transverse counter behind the seats. Alternatively, the door can be placed in

(Continued on page 641)

urning circle and
carry a load of
0 volumes are the
uirements. The
he interior fittings
e money available.
be fairly evenly
esirability of the
"contemporary"
s are happy in

ave been found
his type of body-
3-tonner, Bedford
ecock, Guy Vixen,
re all giving good
counties. Some

ION



ed chassis, but, on
refer the improved
wheelbase.

ty-produced chassis
appears to meet
ply. Outside this
authority is using a
others favour the
ersion, which nor-
00 volumes.

nt of the interior is
er of quot homines,
e most important
here the borrowers'
placed, for that will
e location of the
nd the shelving.

ears to be some
ain door should be
to the rear of the
ient space for a
behind the seats.
or can be placed in
n page 641)



Reliability is part of the formula

Mintex Brake Liners have reliability built into them. It is, you might say, part of a standard production formula which aims at perfection and gets remarkably close to it. Mintex Brake Liners are famous for their consistent standards of performance on roads and in racing events throughout the world. Their reputation for dependability and long service on all types of transport vehicles is outstanding, and the MINTEX re-lining service is second to none.



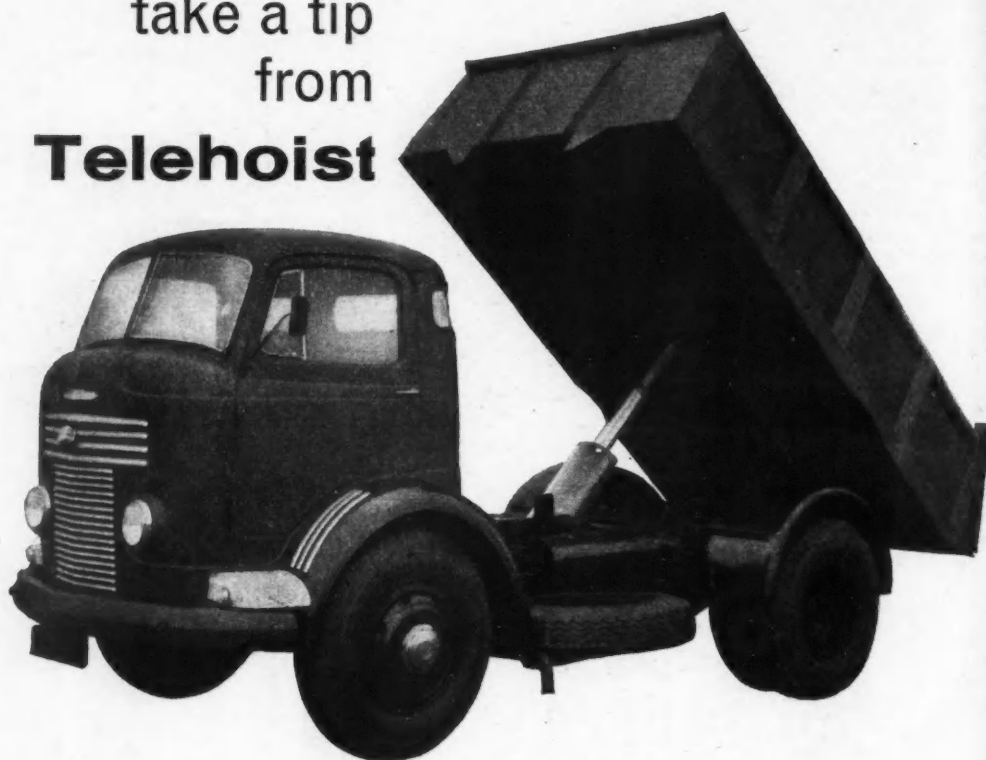
You can rely on

MINTEX

High Performance Liners

MINTEX HIGH PERFORMANCE BRAKE AND CLUTCH LINERS AND DISC BRAKE PADS
are manufactured by the Mintex Division of British Belting & Asbestos Ltd., Cleckheaton, Yorkshire

take a tip from Telehoist



Shown above is the tough lightweight SL7 which is ideal for a 7 ton chassis — an underbody slant type gear, compact in design and sturdy in construction.

Six vital reasons why the SL7 is the gear of the moment

- * Single telescopic ram with reinforced base designed for stability.
- * Rotary control valve for spreading operations, giving 'raise', 'hold' and 'lower' positions.
- * Axial piston pump for lifting power with a plus.
- * Minimum cab gap.
- * Maximum protection for ram.
- * Body specification to suit the job.

Telehoist Tipping Gears and steel bodies for any truck, anywhere

Whatever the truck, Telehoist have a tipping gear for it. The entire Telehoist range covers 4 basic types of gear and includes 24 different models. If you would like more information on the SL7 or details of the full Telehoist range, please post this coupon.

Telehoist Limited an associate company of Wilmot Breeden Ltd., are at Manor Rd., Cheltenham. Tel: 53254, and at Upper Brook St., Manchester. Tel: Ardwick 6261.

To Telehoist Limited, Cheltenham, England.
Please send me brochures and prices of Telehoist
Tipping Gears and bodies suitable for a _____

_____ (name of truck)

_____ (wheelbase) _____ (capacity)

The nature of the work will be _____

Name _____

Address _____

CM1A

B40

front or b
counter in
panel. Fo
the vehicle
counter ad

In view
carrying
builders p
integral p
Books, on
1-in. thick
8 in. and
inclined to
on the cor
lip is essen

T
Most lib
use of on
materials a
light is
tubes. Coa
in the roof
Doors c
the wall p
for fixing
ments app
draught sc
and grab
Most loc
cations, m
librarian a
as possible
to reverse
the folding
space can
wash-basin

Matching
required to
600 volu
stationery
aid kit sho

In other
library sh
standards.
material a
steps are i
be used b

Sp

WHAT
"comp
vehicle"
American
Army. It
a 4 x 4 of
payload r
includes i
and coil-s
of all whe

The Fo
Willys Jeep
built to sa
Departmen
vehicles."
to the sub
vehicles us
as possible

Spot-wel
constructio

front or behind the rear axle, with the counter installed in front of the rear panel. For reasons of movement within the vehicle, it is desirable to have the counter adjacent to the entrance-exit.

In view of the problems associated with carrying weight on the walls, body-builders prefer to make the shelving an integral part of the wall-roof structure. Books, on an average, weigh 1 lb. per 3-in. thickness, and vary in depth between 8 in. and 14 in. The shelving must be inclined to prevent the books cascading on the corners and a fairly deep retaining lip is essential.

Translucent Roofing

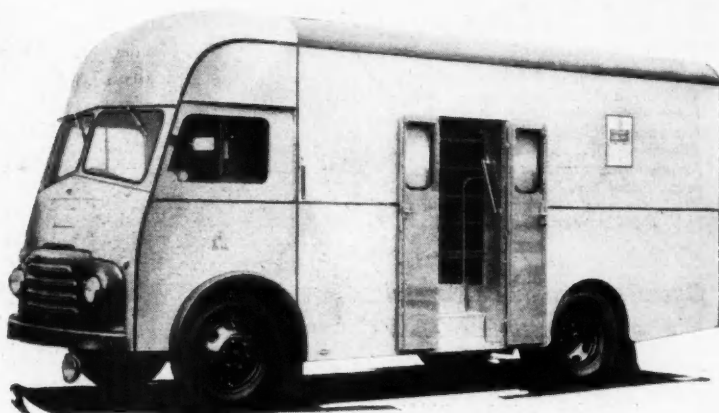
Most libraries being built today make use of one or other of the translucent materials available for roofing. Natural light is supplemented by fluorescent tubes. Coach-type ventilators are mounted in the roof and a good heater is supplied.

Doors can be arranged to slide into the wall panelling or to hinge outwards, for fixing to the body exterior. Refinements appreciated by readers include draught screens built up from the steps and grab rails of the bus type.

Most local authorities, in their specifications, make the job of a mobile librarian and the driver as comfortable as possible. Cab seats can be arranged to reverse to form office chairs behind the folding counter and corner cupboard space can be designed as a wardrobe and wash-basin unit.

Matching cupboards are usually required to carry reserve stocks of about 600 volumes. The counter houses stationery and filing cabinets, and a first-aid kit should be readily accessible.

In other minor respects the mobile library should be finished to bus standards. The quality of the flooring material and the safety of the entrance steps are important, for the vehicle will be used by children and the elderly in



Typical of mobile libraries for rural areas, this 3-ton Morris operated by Glamorgan is of composite construction by Wadham Bros. (Coachbuilders), Ltd. The roof is of translucent plastics and the capacity approximately 2,500 books.

Some Builders of Mobile Libraries

Ardler Coachworks, Erleigh Road, Reading, Berks.
Barnaby's Motor Bodies (Hull), Ltd., Neptune Street, Hull.
Booker Motor Bodies, Ltd., Kingsteigton Road, Newton Abbot, Devon.
W. E. Coe, Normandy, near Guildford, Surrey.
William Collett and Sons, Ltd., Northbrook Road, Eastern Avenue, Gloucester.
Fleet Motors, Ltd., Fleet, Hants.
John Gibson and Son, Ltd., Bonnington Road, Leith.
Dennis Harper, Ltd., 439 Esplanade West, Kirkcaldy, Fife.
Victor Healey, Ltd., The Quay, Gloucester.
R. Hind, Ltd., Durranshill, Carlisle.
Holmes (Preston), Ltd., Blackpool Road, Preston, Lancs.
J. H. Jennings and Son, Ltd., Sandbach, Cheshire.

Lambourn Garages and Engineering Works, Ltd., Lambourn, Berks.
Longwell Green Coachworks, Ltd., Longwell Green, Bristol.
Marshall Motor Bodies, Ltd., Airport Works, Cambridge.
Robert B. Massey and Co., Ltd., Market Weighton, Yorks.
Myers and Bowman, Distington, Cumberland.
Oldland Motor Body Builders, Ltd., Oldland Common, near Bristol.
P. G. Page, Ltd., 38 Crouch Street, Colchester, Essex.
G. C. Smith (Coachworks), Long Whaddon, Loughborough, Leics.
Tiverton Coachbuilders, Ltd., Blundells Road, Tiverton, Devon.
Wadham Bros. (Coachbuilders), Ltd., London Road, Waterlooville, Hants.

much the same way as a bus. Arrangements should also be made for an emergency exit, normally at the rear.

County librarians who have wide experience of the operation of travelling libraries are emphatic on three things:

they use a vehicle of sufficient power and size to do the job, they employ a coach-builder of repute, and they greatly increase their turnover of books issued. The mobile library is a rural service with a bright future.

Spot-welded Construction for New U.S. Army 4 x 4 Vehicle

WHAT is claimed to be the first "completely engineered military vehicle" has been produced by the American Ford Motor Co. for the U.S. Army. It is known as the M151 and is a 4 x 4 of the Jeep type, with a nominal payload rating of 1 ton. The design includes integral all-steel construction and coil-spring independent suspension of all wheels.

The Ford M151 is like the original Willys Jeep in appearance, and has been built to satisfy the U.S. Army Ordnance Department's concept of a "family of vehicles." Consideration has been given to the subsequent design of 1/2- and 1-ton vehicles using as many M151 components as possible.

Spot-welding is used throughout the construction of the body and frame

assembly, and this has been completely stressed to accommodate load factors of 5g. The complete assembly weighs 340 lb.

Coil springs and dual wishbones comprise the front suspension and the complete unit, including the final drive and exposed half-shafts, can be removed as an assembly. Swinging-arm suspension is employed at the rear with variable-rate coil springs.

A four-cylindrical overhead-valve water-cooled petrol engine powers the M151. This unit develops 71 b.h.p. at 4,000 r.p.m., with a maximum torque output of 130 lb./ft. at 2,000 r.p.m. Its cubic capacity is 2.32 litres. The power-weight ratio is 3.52 lb./b.h.p. and the total weight of the engine, cooling system, clutch, gearbox and transfer box

is 556 lb., with coolant and lubricants.

Extensive use has been made of aluminium for engine components, and the total weight of the engine is said to be little more than that of a projected all-aluminium design.

The M151 can carry a driver and three passengers, or 800 lb. of goods across country or 1,200 lb. on the road. When fully loaded, a 2,000-lb. trailer can be towed on the road, this towing weight being reduced to 1,500 lb. for cross-country applications.

Other requirements were that the vehicle should be able to ford hard-bottom crossings in 20 in. of water, or operate submerged in 5 ft. of water with the aid of snorkels; climb a hard-surfaced 60° gradient fully loaded; give a maximum drawbar pull of 2,100 lb. with a 1,200-lb. payload; start without aid at -25°F. ambient temperature and at -56°F. with heater; and operate at 115°F. ambient temperature without auxiliary cooling.

Planning for Profit

A Rowe Hillmaster S/M/8 chassis forms the basis of this 8-cu.-yd. tipper, one of three delivered to Messrs. MacGregor Contracts, Oldham. The chassis has a Meadows 4DC 330 oil engine and Meadows five-speed constant-mesh gearbox. Edbro 3LN front-end gear is fitted. The prominent warning stripes on the front bumper are of interest.

Operators Should Be Careful Not to Underestimate Their Expenses When Quoting for Work With Local Authorities



Can MUNICIPAL CONTRACTS Pay?

WITH the country now engaged in a large road-construction programme, the amount of haulage work to be done by local authorities and their contractors is much greater than in previous years. In addition to being directly responsible for classified roads, many local authorities also act as agents to the Ministry of Transport for trunk roads.

The extent of national road schemes already under way is substantial. In respect of motorways alone, and in addition to the three already completed, the Minister of Transport on May 19 listed a further six under construction and one for which the contract had been placed. Schemes for 20 more motorways are in various stages of development.

Earlier this year, the Minister also gave details of 30 road schemes already started and costing over £100,000 each. Most of these are estimated to be completed by the end of next year. Another 18 schemes are due for completion during a similar period in Scotland.

All such work undertaken by local authorities is, of course, in addition to their routine road maintenance and any other jobs for which they are also responsible requiring road transport. Though not so spectacular, the continuing nature of this type of work demands the moving of regular tonnages throughout the country.

Even though many local authorities operate their own vehicles, there remains a substantial amount of municipal haulage let out on contract for which professional operators can tender.

Satisfactory Guarantee

In contrast with traffic canvassed and obtained in individual lots, it is obviously satisfactory to obtain a contract guaranteeing work over a period. But the element of permanence which a successful tender could imply can be misleading.

A prime purpose of this series of articles is to emphasize how important it is that every haulier should know his own operating costs accurately, to enable him to have a sound basis for any rates he may quote to customers, whether for traffic in odd lots or on contract.

Failure to do so could mean that the operator allowed insufficient margin over his direct costs to cover overhead charges and profit margin. Some allowance has to be made when assessing profit to cover the inevitable contingencies arising from the running of one's own business in contrast to the security of paid employment.

Where an error has been made in tendering for contract work over a period, the consequences for the operator may be

serious, as he may be under a legal obligation to continue and complete his unfortunate bargain.

It is therefore doubly necessary before submitting a tender for municipal haulage to ensure that all aspects of the work are thoroughly understood, in particular, the amount of waiting time likely to be involved, together with the extent of any spasmodic jobs. Only then is it possible to prepare a reasonable estimate of the likely operating cost.

The form in which the actual tender is submitted may well be determined by the local authority concerned. This, however, should not preclude the haulier from ensuring that his quotation provides adequate safeguards to himself to cover variations in either mileage or time which had not been expected.

Charged with Favouritism

As distinct from general haulage, tendering for contracts is a special feature of most municipal work. This results from the fact that local government officials must avoid the possibility of being charged with favouritism. In considering such tenders, the committees are not bound to accept the lowest tender, and may well consider the reliability of established hauliers a relevant factor.

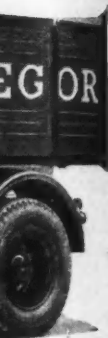
In preparing an estimate for municipal work, the cost of the time involved is particularly important, and charges at a mileage rate could prove disastrous where mileage is abnormally low. In addition, the stop-and-start work which low mileage would normally imply would add further to fuel costs where petrol engines were being used, and could also increase other costs such as depreciation because of the likelihood of the vehicle being out of date before it had reached the end of its mileage life.

Much of this class of work would necessitate the use of tippers, which would again raise the operating costs over those for normal platform vehicles. Road programmes, in particular, inevitably mean that vehicles will be operating over unmade roads for some portion of their daily mileage. Here again this must add to operating costs.

As an example of the variation in total operating costs, and the degree of error likely if the average weekly mileage is either not known or discounted, the expenses involved in running a 4-ton petrol-engined platform vehicle for 200 and 400 miles per week will now be detailed. This model would be representative of the smaller type of vehicle used for municipal work where a tipping vehicle was not required.

Assuming the initial outlay amounted to £960 and the unladen

(Continued on page 643)



ay?

to continue and
submitting a tender
ects of the work
amount of waiting
e extent of any
prepare a reason-
mitted may well
. This, however,
hat his quotation
over variations in
pected.

g for contracts is
This results from
avoid the possi-
considering such
accept the lowest
ty of established
k, the cost of the
arges at a mileage
abnormally low.
w mileage would
osts where petrol
crease other costs
od of the vehicle
nd of its mileage

sitate the use of
g costs over those
ammes, in partic-
e operating over
ly mileage. Here

erating costs, and
weekly mileage is
nses involved in
icle for 200 and
s model would be
sed for municipal
l.

0 and the unladen

**Standard design
or special design
—it pays to ask...**

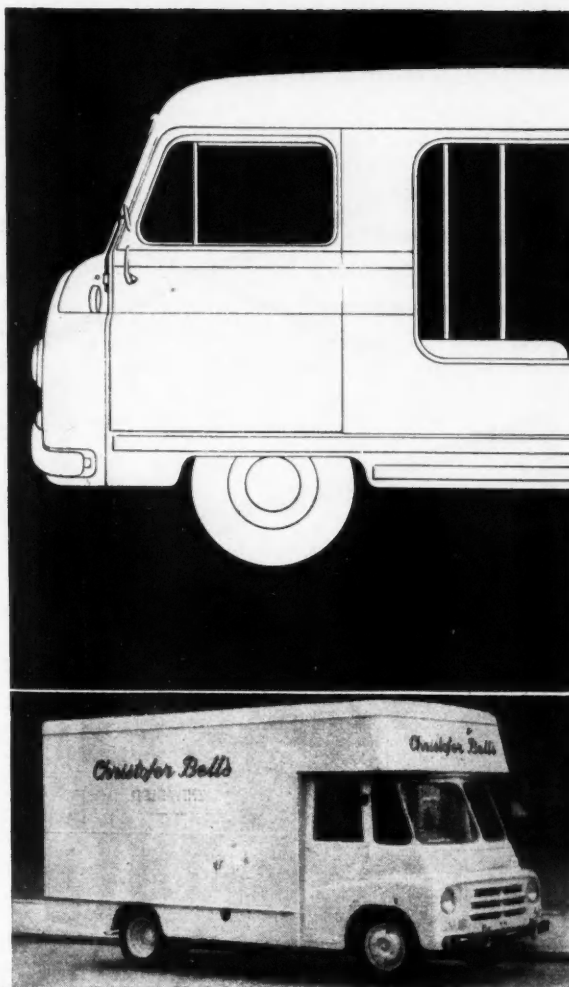
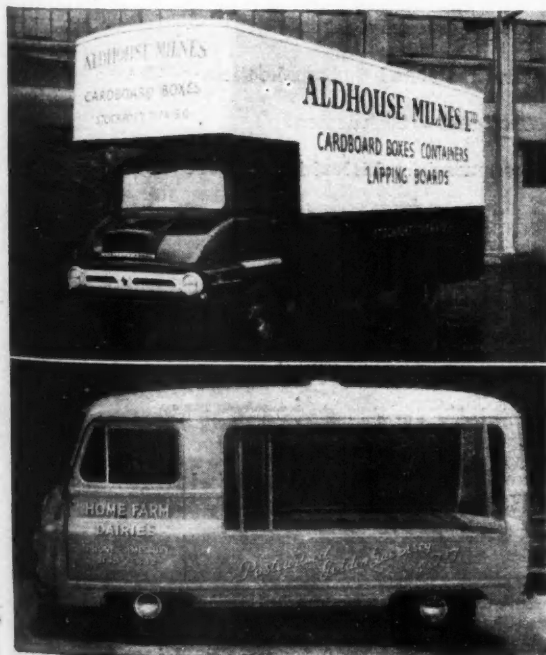
LOCOMOTORS

For sheer value in van bodies, the shrewd buyer comes to Locomotors.

He has a choice of a wide range of standard bodies for different trades—specially adapted if he wishes—or obtains an original, exclusive design.

Either way, he gains the full value of Locomotors' skilled workmanship and specialised experience.

So ask Locomotors about it first—especially if you want glass-fibre bodies. Locomotors are the leading experts.



2-ton diesel Morris (B.M.C. LD1 or LD2 chassis)

Coach built van body with Luton over cab. Hardwood main frame reinforced with forged steel brackets and plates. Sheet metal panelling. One-piece translucent laminated glass fibre roof with rotary vent

4-ton Fordson Trader. Chassis cab with Luton van body

Composite construction, translucent single-piece roof panel. Large capacity

BMC 12/15 cwt (Austin 152 or Morris J2)

Conversion of a standard van including cutting out sides and fitting compartment beneath floor

LOCOMOTORS

LIMITED

Head Office: 154 Grosvenor Road, London, S.W.1
Telephone: Victoria 6192

Branches throughout the country

Main body-building Divisions at:
Andover, Manchester and Mitcham



a
chance
to

EXPAND



For the Motor Trader the opportunities
to expand his business are bright
and Mercantile Credit can help to make them
brighter. They offer to both dealers
and users of commercial vehicles hire purchase
facilities which are second to none in
speed, efficiency and friendliness.

*For details of the Mercantile Credit service, write
or telephone to the nearest branch office.*



MERCANTILE CREDIT COMPANY LIMITED

Argyll House, 246-250, Regent Street, London, W.1. 'Phone: REGent 7222
Member of the Finance Houses Association

There are Mercantile Credit branches throughout the United Kingdom.
Please consult your local telephone directory for your nearest branch.

weight w
£30. Cal
two weel
major rep
12s.

Driver's
on the ra
determine
national
with pay.

Rent a
reckoned
based on
rate of 3
The tota
£11 8s. 3d.

With a
weekly m
3.29d. L

With a

life of 30,
tenance, v
repairs ca
2.12d. per

The co
mile. TH
initial set
together v
the remain
Total run

Fuel

Where
additions
it is a pet
which this
in fuel co
10 per cen

Lubrica
in terms
part of th
Also, beca
lescence,
making th

As alre
vehicle is
mile, this
is 200, or
prate run
at 200 mi
week.

Where

weight was 2 tons 10 cwt. the annual licence duty would be £30. Calculated on the basis of a 50-week year, so as to allow two weeks per year when the vehicle was off the road for major repair, the cost of licensing per week would amount to 12s.

Driver's wages are calculated to cost £9 4s. 3d. This is based on the rate applicable to drivers operating in Grade I areas as determined by R.H.68, and includes additions in respect of national and voluntary insurance contributions, and holidays with pay.

Rent and rates in respect of garaging the vehicle will be reckoned at 10s. 3d. per week and vehicle insurance at 10s. 2d. based on an annual premium of £25 10s. Interest at a nominal rate of 3 per cent. on the initial outlay would amount to 11s. 7d. The total for these five items of standing cost comes to £11 8s. 3d., or 5s. 2½d. per hour, assuming a 44-hour week.

With a rate of fuel consumption of 14 m.p.g., where the weekly mileage averaged 400, fuel costs per mile would be 3.29d. Lubricants would add 0.22d. per mile.

With a set of tyres costing £120, and an estimated mileage

amount of work likely to be available, the haulier must frame his quotation to the lower range of mileages, or insist upon some combination of charge based on both time and mileage to provide for idle time for which he is not responsible.

One of the most popular types of vehicle used on civil-engineering work and local-government contract is the 7-ton oil-engined tipper. Its unladen weight is about 3 tons 7 cwt., resulting in a licence cost per week of £2 2s. 10d. Driver's wages will now be in the next higher category and amount to £9 11s. 6d., allowing for similar additions as before.

Rent and rates will be slightly increased to 11s. 9d. and vehicle insurance to 17s. 2d. per week. Assuming the initial outlay on the vehicle would amount to £1,350, interest at the same nominal rate of 3 per cent. would be 16s. 2d. per week, giving a total standing cost per week of £13 19s. 5d. Where a 44-hour week was worked, the standing cost per hour would then be 6s. 4½d.

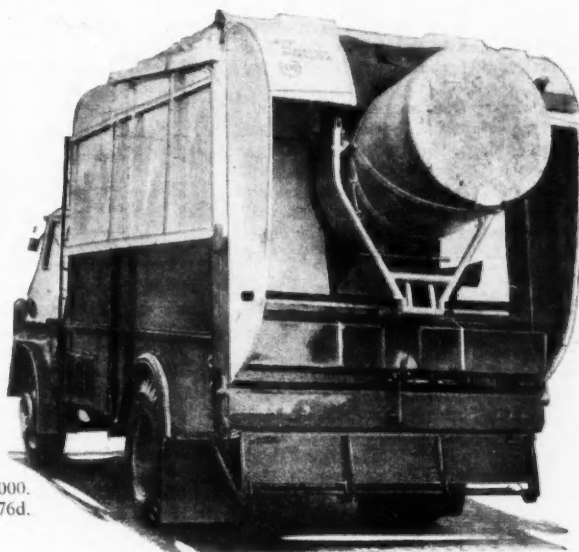
Dealing first with running costs on the basis of a weekly average mileage of 400, fuel costs per mile are reckoned at 4.68d. For a standard platform vehicle in this weight category, operating under normal conditions, a rate of fuel consumption of 15 m.p.g. could be expected. For tipping work, however, an addition of 50 per cent. has been made.

Lubricants add 0.25d. per mile. A set of tyres is reckoned to cost £185, and again allowing a 50-per-cent. increase for tipper operation, tyre costs per mile would become 2.24d.

It is inevitable that more maintenance would be required both for the chassis and the body



Vehicles operated by municipalities themselves are designed to meet conditions which present ever-increasing difficulty. Two representative modern refuse collectors to be shown at the Portsmouth conference of the Institute of Public Cleansing next week are (left) an S.D. fore-and-aft type and (right) a Gibson Pendulum model with bin-lifting attachment. (See also pages 636-639.)



life of 30,000, tyre costs per mile would be 0.95d. Maintenance, which includes periodic servicing in addition to repairs calculated on a mileage basis, is reckoned at 2.12d. per mile.

The cost of depreciation is reckoned at 1.18d. per mile. This is obtained by deducting the cost of the initial set of tyres from the original cost of the vehicle, together with an estimated residual value, and dividing the remaining balance by the estimated mileage life of 150,000. Total running costs for this 4-tonner would therefore be 7.76d.

Fuel Consumption Increased by 10 Per Cent.

Where the weekly mileage averaged only 200, however, additions to the running cost would have to be made. Because it is a petrol-engined vehicle, the excessive start-and-stop work which this low mileage would imply would cause some increase in fuel consumption, and this will be nominally assessed at 10 per cent., giving a fuel cost per mile of 3.62d.

Lubricants and tyres will remain the same, but maintenance, in terms of cost per mile, will be increased to 2.71d. because part of this cost results from servicing done on a time basis. Also, because this low mileage introduces an element of obsolescence, the figure for depreciation will be raised to 1.30d., making the total running cost per mile 8.80d.

As already determined, the standing cost per week for this vehicle is estimated to be £11 8s. 3d. In terms of cost per mile, this would amount to 13.70d. where the weekly average is 200, or 6.85d. at 400 miles per week. Added to the appropriate running costs, this gives a total operating cost per mile at 200 miles per week of 22.50d., and 14.61d. at 400 miles per week.

Where no guarantee can be given by the customer as to the

because of tipper work, and this item of running cost will be estimated at 4.15d. per mile. Calculated on the same basis as with the previous vehicle, depreciation adds 2.40d. per mile, giving a total running cost of 13.72d.

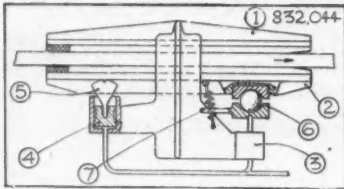
It is not expected that there would be any variation in the rate of fuel consumption if the weekly mileage dropped to 200. But because the annual mileage would amount to only 10,000, some additional allowance for obsolescence must be made in the item of depreciation. This will now be reckoned at 2.64d. per mile. Running costs per mile total 13.96d.

With a standing cost per week amounting to £13 19s. 5d., the corresponding cost per mile would be 16.77d. at 200 miles per week, and 8.38d. at 400 miles. This gives a total operating cost per mile of 30.73d. at 200 miles per week, and 22.10d. at 400 miles. As will be seen, there is again a big difference in the two totals, in this example slightly below 50 per cent. The total operating costs per week would amount to £25 12s. 1d. or £36 16s. 9d. at 200 and 400 miles per week respectively.—S.B.

Self-energizing Brakes

SELF-SERVO brakes depend on the coefficient of friction; if this is high, they will lock themselves on, or if it is low, a falling-off will occur in the servo action. Patent No. 832,044 describes a self-energizing brake that is claimed to be independent of the coefficient of friction. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

The disc-brake assembly has a fixed plate (1) and a sliding plate (2). The latter is pressed on to the disc by a pair of hydraulic pistons (3 and 4) when energized from a common pipe-line.



One piston presses on the disc through a rolling thrust member (5) which is unaffected by slight circumferential movement of the plate. The other pushes through a ball (6) held between an upper socket attached to the presser plate and a lower socket pivoted on a stationary pin (7).

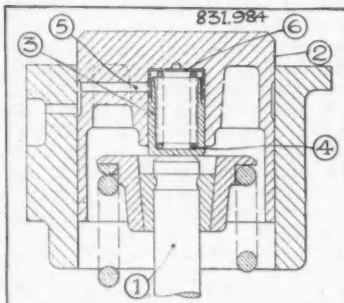
The shape of the sockets is important; they are ellipsoids having a gradual change of slope. The action, as stated in the patent, is that if the coefficient of friction falls, the ball rolls on the less inclined portion of the concavities, and the mechanical advantage is therefore higher. The converse occurs if friction increases.

AUTOMATIC VALVE ADJUSTMENT

A SELF-ADJUSTING tappet is covered by patent No. 831,984. It is said to be simple and economical to produce. (Engineering Research and Applications, Ltd., London Road, Dunstable.)

The drawing shows an overhead valve arrangement in which the valve (1) is pressed down by a sliding tappet (2). The force is transmitted through a column of trapped oil confined by a plunger (3) sliding in a bore in the body of the tappet.

The plunger is lightly biased on to the valve by a spring (4). Oil from the engine lubricating system is fed through a duct

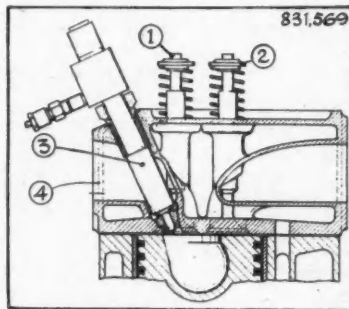


(5). The duct is closed by a thin shell (6); this is made of nylon about 0.015 in. thick, and acts as a one-way valve. It allows oil to enter because the pressure lifts it from the cylinder wall, but closes against pressure developed internally.

By this means, the plunger space is kept full of oil, except for a slight controlled leakage past the plunger to allow the assembly to shorten when necessary.

AIR-COOLED INJECTORS

TO provide adequate cooling for injectors without additional piping for coolant is the aim of a design of cylinder head shown in patent No. 831,569. The scheme is intended for engines having two inlet valves for each cylinder. (Maschinenfabrik Augsburg-Nürnberg, A.G., Nürnberg, Germany.)



In the drawing, 1 is one of the inlet valves and 2 an exhaust valve. The injector body (3) is located in the middle of the main air inlet to the valves (4), so that the air flow acts as a coolant.

It is important that the injector does not cause eddies or other disturbances of the air flow and this is achieved by placing it at the point of divergence where the air stream divides into two. Another scheme shows an engine having two inlet valves but only one exhaust valve.

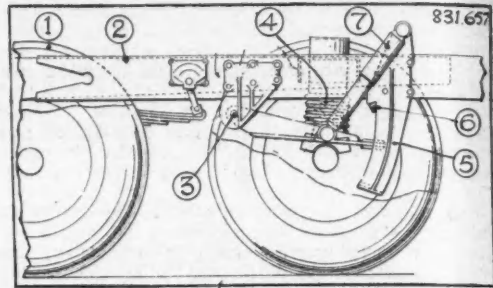
PRIMROSE THIRD AXLE

PATENT No. 831,657 describes an auxiliary axle assembly, intended to be attached to an existing vehicle to increase its load capacity. (T.G.B. Motors, Ltd., Primrose Engineering Works, Woone Lane, Clitheroe, Lancs.)

The unit is fitted to a vehicle behind the original rear wheels (1). It is built upon a short frame extension (2) fixed to the main frame of the vehicle.

The extra axle is located by swinging links pivoting about pins (3). Helical springs, one on each side, support the frame; these are enclosed in bellows as shown at 4.

The links are guided by arc-shaped brackets (5) in which the link can swing radially. Rubber buffers (6) are fitted at



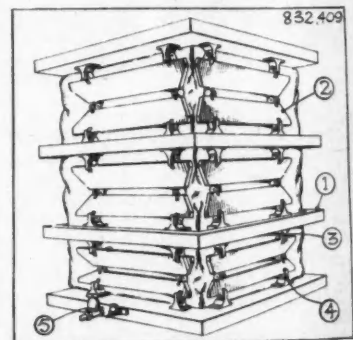
the top and bottom of the arc to limit maximum deflection. A conventional shock-absorber (7) is also incorporated.

COLLAPSIBLE ROAD TANK

A ROAD tank that can be folded flat when not in use forms the subject of patent No. 832,409. (H. Silley and D. Unthank, both of 18 London Street, London, E.C.3.)

The drawing shows the tank in its extended position. It consists of rigid frame members (1) connected by pairs of hinged flaps (2) on all sides. These swing inwards as the tank is collapsed. The inner lining is made of fabric-reinforced rubber, natural or synthetic, and is sealed at top and bottom.

When collapsed, the whole structure forms a rigid platform upon which other loads can be stacked without fear of damage. The fabric is protected from crushing by stop members (3 and 4) which limit the contraction. Filling and draw-off is performed through a valve (5). The tank could be employed for road, rail, air or sea transport.



V-ENGINE LAYOUT

PATENT No. 827,141 covers the location of auxiliaries on a V-type engine. These are placed between the two banks of cylinders and can be removed easily. The driving shafts can be detached, too. The patent comes from Continental Motors Corp., 205 Market Street, Muskegon 82, Virginia, U.S.A.

PETROL INJECTION SYSTEM

PATENT No. 831,457 describes a light-fuel injection scheme in which the charges of fuel are metered by varying the maximum capacity of the pumping spaces. This patent, and another numbered 831,878, both come from Holley Carburetor Co., 11955 East Nine Mile Road, Van Dyke, Michigan, U.S.A.



are to limit conventional incorporated.

TANK
e folded flat
he subject of
illey and D.
ndon Street,

tank in its
ists of rigid
d by pairs of
These swing
lapsed. The
tric-reinforced
and is sealed

ole structure
n which other
hout fear of
rotected from
s (3 and 4)
Filling and
gh a valve (5).
ved for road.



OUT
vers the loca-
V-type engine.
the two banks
removed easily.
detached, too.
n Continental
arket Street,
S.A.

SYSTEM
describes a light-
in which the
red by varying
f the pumping
another num-
e from Holley
East Nine Mile
an, U.S.A.

impalco

is backed by the unmatched commercial and technical resources of I.C.I. and Aluminum Company of America.

impalco

was formed by these two great companies to give improved technical and supply service to industry.

impalco

extrudes, rolls, draws and fabricates aluminium and aluminium alloys.

impalco

delivers from stock the shapes and sizes most in demand by British users.

impalco

sells through the world-wide sales organisation of Imperial Chemical Industries.

impalco

aluminium products are obtainable through your I.C.I. area sales office.

impalco

Imperial Aluminium Company Limited · Birmingham



aluminium



DESIGNED FOR EASIER SAFER DRIVING

BACKED BY THEIR 24 HOUR SERVICE

- See the complete Austin range (5 cwt. to 10 ton)
- A large stock of used vehicles with 6 Months' Guarantee
- Your present Vehicle in part exchange
- Hire Purchase arranged

The **Car Mart Ltd**

LONDON AUSTIN DISTRIBUTORS
Commercial Vehicle Division,
WELSH HARP, EDGWARE ROAD, HENDON, N.W.9
Hendon 6500



I'm loads happier!



CL

USED

A.E.C. 8-w
drop-sided alumin
two weeks. Thi
ration for selling
Sinks-on-Trent 2

A.E.C. Ma
undromic ar...Si
300 x 24 tyres
Pulley 8283

YOU MUST BE
WISE YOU WO
NOT PURCHA
ADVERTISEMENT

CENTRAL
PI

A.E.C. Ma
A.E.C. 6 x 6 cha
in Rd., Handsw

A.E.C. 2.50
primer. Best off
merical Motor.

A.E.C. Mat
PRAILLS (HEB
Phone 4221.

ARLINGTON

1957 Mercu
body.

1958 Mercu
body.

ARLINGTON
A End, Enfield.

BIRD'S C

S

Phone 3222-3-4

QUANTITY A
structure, ve

ONE A.E.C. 4
ready in 14

FURTHER I

1959 A.E.C.
silky bargain.

1955 A.E.C.
air br

running order.

1950 A.E.C.
drive,

order, 1950.

1948 A.E.C.
24-ft.

order, 1950.
RUB GREEN
A. Sweeney 17

1952 A.E.C.
C. Ru
mpton. Phone

TWO A.E.C. 6
Ltd., Scotch

CLASSIFIED

ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY.** Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 11d. per word (Minimum 12 words 11/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 72/6 per single column inch. Centred lines 22/6. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS: Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circularizing and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES:
Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 27414.
1, Brzennose St., Manchester. Telephone: Deansgate 6114-8.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1412.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.
8-wheeler Mammoth Major, December, 1958, complete drive, overdrive, automatic lubrication, 11.3 engines, 6-speed gearbox, 60-point synchro gear-box, new Michelin X tyres fitted two weeks. This machine is in immaculate condition, reason for selling, to replace and standardize fleet. Phone, 23424. 860-x6219

A.E.C. Mammoth Major, 1958, choice of three, 11.3 engines, 6-speed gearboxes, 60-point synchro gear-box, exhaust brakes, trailer fittings, 900 x 24 tyres perfectly maintained, offers. Phone, 860-999. 860-999

A.E.C.
YOU MUST BE LOOKING FOR AN A.E.C. OTHERWISE YOU WOULDN'T BE READING THIS. WHY NOT PURCHASE A NEW ONE? SEE OUR ADVERTISEMENT UNDER "NEW GOODS VEHICLES."

CENTRAL GARAGE (UPPINGHAM), LTD.,
Phone, Uppingham 3296-7-8. 860-53

A.E.C. Matadors 4 x 4 tractors, diesel, and 6 x 6, ex-M.O.S., reconditioned; one reconditioned 6 x 6 chassis and cab, T. E. Caniffie, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 860-999

A.E.C. 2,500-gallon ex-W.D. 6 x 6 tanker, 7.7-litre engine, reconditioned throughout, finished red primer. Best offer to Box CM601, care of "The Commercial Motor." 860-123

A.E.C. Matador 4 x 4, air brakes, heavy-duty winch, ex-M.O.S., unregistered. 860-168

PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 860-168

ARLINGTON MOTOR CO., LTD., offer:-

1957 Mercury Mk. II, 21-ft. aluminium platform body. 860-168

1958 Mercury Mk. II with 21-ft. wooden drop-side body. 860-168

ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-284

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD, STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

QUANTITY A.E.C. Matador chassis with cab super-structure, very low mileage, make excellent tippers. **ONE A.E.C.** 4 x 4 Matador, as-new condition, new cab, ready in 14 days. 860-92

FURTHER PARTICULARS AND PRICES ON APPLICATION.

1959 A.E.C. twin-steer tipper with large-capacity alloy body, small mileage, one owner, first-class value. 860-92

1955 A.E.C. 8-wheeler, 9.6 engine, double drive, air brakes, 24-ft. platform body, in very good condition. 860-92

1950 A.E.C. 6-wheeler, 9.6 engine, air brakes, double drive, 23-ft. platform body, in good running order. 860-92

1948 A.E.C. 8-wheeler, 9.6 engine, double drive, 24-ft. platform body, clean and in very good order. 860-92

ROSE GREEN MOTORS, Langley, Hitchin, Herts. 860-383

1952 A.E.C. Monarch, immaculate condition. £315. C. Russell, 155 Millbank St., Northam, South Devon. Phone 26590. 860-420

A.E.C. Wanted
TWO A.E.C. 6 x 6 and one 4 x 4 wanted. C.V.S. Ltd., Scotchman Lane, Morley, Leeds. 222-687

Used Goods Vehicles (contd.)

A.E.C. Refueller, ex-W.D., 2,500-gal. tanks, tankers or chassis. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-635

WANTED Serviceable 7.7 A.E.C. oil engine, ready for service, London Rd. Garage, Stony Stratford, Wolverton, Bucks. Stony Stratford 2114. 860-57

ALBION
1955, November, ALBION Chieftain long-wheelbase drop-sided truck, one owner from new, very sound condition. £675.
SUCKERS, LTD., Broad St., Sheffield, 2. Phone 20311 or 30218 after 6 p.m. 860-198

BROWNHILLS MOTOR SALES,
LEYLAND, ALBION, SCAMMELL.
EARLY delivery of new ALBION Reivers.
SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES,
WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 860-142

NOVEMBER, 1954, Chieftain, one owner, 17-ft. drop-sided platform, EN286 engine, 5-speed box, coach-built cab, heater.
HARDSON ENGINEERS (SANDSIDE), Dishes Garage, Sandside, Milnthorpe, Westmorland. 860-199

1956 ALBION Reiver 6-wheel tipper, recent SLW Gardner conversion, Pilot twin-ram tipping gear to carry 15 ton, St. Mary's Motor Co. (Harborough), Ltd., Northampton Rd., Market Harborough. Phone 2206. 860-x86338

SPARSHATT'S offer:-
ALBION Reiver 10-ton chassis-cab with all-alloy 22-cu.-yd. end-tipping body, first registered September, 1958, excellent condition, £2,850.

J. H. SPARSHATT, LTD., London Rd., Hilsa, Portsmouth. Phone, Portsmouth 60361. 860-478

1949 ALBION Chieftain long-wheelbase truck, excellent condition.
SPARSHATT'S, Millbrook, Southampton 72596. 860-502

Albion Wanted
WANTED, ALBION Chieftain, late model, state condition, mileage done, price. Ash and Co., 105a Eccleall Road South, Sheffield, 11. 860-x6026

ATKINSON
ARLINGTON MOTOR CO., LTD., offer:-

1957 ATKINSON 8-wheeler, 40 x 8 tyres, air brakes, 11.3 A.E.C. engine, choice of three.

1955 Model SNO 1486 with wooden platform body, Gardner 6LW engine, double drive.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-276

CLASSIFIED ADVERTISEMENTS		
INDEX TO HEADINGS		
USED GOODS VEHICLES FOR SALE	page 67	
AND WANTED	" 80	
NEW GOODS VEHICLES FOR SALE	" 81	
USED PASSENGER VEHICLES FOR SALE	" 83	
SALE AND WANTED	" 87	
NEW PASSENGER VEHICLES FOR SALE	" 87	
MISCELLANEOUS VEHICLES FOR SALE	" 87	
AND WANTED	" 87	
SPARE PARTS AND SUPPLIES	" 89	
MISCELLANEOUS ADVERTISEMENTS	" 93	

Used Goods Vehicles (contd.)

THE NIGHTINGALE ENGRG. CO., LTD.,
THE LONDON DISTRIBUTORS FOR ATKINSON.

ALL MODELS, COMPLETE SALES AND SERVICE
AT BALHAM, S.W.12. 222-737
Bat 2193 (five lines).

1950 ATKINSON 8-wheeler, Duramin cab and platform body, 9.00 x 24 tyres, as new, 6LW, 5-speed box, this vehicle is in absolutely 100% condition and could be compared with a 1956 or 1957 in the same class, ex property of large cereal co., £1,450. Edgware 2572. 860-114

1957 ATKINSON 8-wheeler, 6LW, double-drive, air brakes, automatic chassis lubrication, 24-ft. alloy body with wood floor, first-class condition throughout, ready for immediate use.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 860-166

1954 ATKINSON 8-wheeler, 6LW, double-drive, air brakes, 24-ft. platform body.
ISAAC CASWELL (EBBW VALE), LTD., 91 Pennam St., Ebbw Vale. Phone 3349. 860-167

1953 ATKINSON L1586 8-wheeler long-wheelbase chassis and cab, ex C-licence one owner, 6LW top overhauled, rewired and ready for work.
1957 ATKINSON L1586 8-wheeler long-wheelbase chassis and cab, automatic lubrication, available 4-5 days.

1957, November, ATKINSON L1586 8-wheeler short-wheelbase 25-cu.-yd. tipper, automatic lubrication, one owner good condition.
RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.

ATKINSON or E.R.F. 4-wheelers, fitted with 4LK Gardner 2-speed axle preferred, 1957-58 models, damaged vehicles suitable for rebuild considered. Jos. Walsh (Donon), Ltd., Bull Hill, Darwen, Lancs. Phone, Darwen 557. 860-112

1950 ATKINSON double-drive 8-wheeler, being dismantled, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 860-405

AUSTIN
A complete with new battery, spare wheel and tyre. £180.
L. W. VASS, LTD., Amphil, Bedford, Amphil 3255. 222-912

1957, November, AUSTIN 701 short-wheelbase prime mover, fitted with Tasker coupling, new batteries, power steering and Eaton 2-speed axle, in primer, together with 24-ft. Tasker flat platform semi-trailer on new tyres fully guaranteed, 54,000 miles, £850.

WIMBLEDON MOTOR WORKS, LTD., 29 High St., Wimbledon Common, S.W.19. Phone, Wim 0129. 862-8707

MARSTON MOTOR CO., LTD.,
SEVEN SISTERS ROAD, TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.

OFFER FROM STOCK
NEW LUTON VANS
FOR
IMMEDIATE DELIVERY.

NEW AUSTIN 7-ton forward-control 1,700-cu.-ft. Luton van, Eaton 2-speed axle.

NEW AUSTIN 7-ton forward-control 1,700-cu.-ft. Luton van, fitted radio, heater and flashers.

1955 AUSTIN 3-ton 3.4 diesel 1,000-cu.-ft. Luton van, now fitted reconditioned engine and complete mechanical overhaul, in primer.

1955 AUSTIN 3-ton 800-cu.-ft. (approx.) petrol Luton van.

1955 AUSTIN A40 van, green, £255. 860-105

Used Goods Vehicles (contd.)

DAWNIER MOTORS, L.TD.

TATTENHAM CORNER,
EPSOM DOWNS.
Burgh Heath 7117 and 7118.

NEW AUSTIN Omnicoach, primer, immediate delivery.

NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.

1958 AUSTIN 10-cwt. 101 van, £325.

1957 A55 10-cwt. Countryman, £465.

1957 15-cwt. Omnivan, £295.

WANTED, used AUSTIN LD1 1-ton van, 1958 or 1959.

UNREGISTERED 1957 manufacture AUSTIN 3-ton Series III drop-side truck, B.M.C. 4-cylinder diesel engine, 8,000 miles only, companies spare collection vehicle, £595.

1958 AUSTIN 2-ton L.C.F.O. delivery van, forward control, B.M.C. 4-cylinder diesel engine, 30,000 miles, £675.

1959 AUSTIN 3-ton forward-control drop-side truck, petrol engine, 9,000 miles, £595.

H. A. SAUNDERS, LTD., High Wycombe, Bucks, High Wycombe 3141. 860-38

1955 November, AUSTIN B.M.C. diesel 5-ton 16-ft. drop-sider, high headboard, good sound condition, primer, £515.

LANGNEY MOTORS, LTD., Langney Rd., Eastbourne 7690. 860-172

HUNTER VEHICLES, L.TD.

290 SOUTHBURY ROAD,
ENFIELD.
Phone. Howard 4184.

1956 AUSTIN 30-cwt. van, diesel, condition and tyres excellent, one owner, immediate delivery.

HIRE-PURCHASE terms arranged. 860-319

1955 AUSTIN B.M.C. diesel 7-ton long-wheelbase truck, 2-speed axle, exceptionally clean vehicle, £495. G.T.C. (Commercial), Ltd., 26-28 Bow Rd., London, E.3. Advance 6495. 860-325

UNREGISTERED AUSTIN 4-ton diesel long-wheelbase drop-sided lorry, mileage 18,000, own vehicle used for collection of spares, £835. Frynn and Stevens, Ltd., 57 Acre Lane, Brixton, S.W.2. Bri 1155 and 7492. 860-464

CAR MART, L.TD.

SIX MONTHS' GUARANTEE WHERE STATED.

1957 AUSTIN A50 van, guaranteed, £365.

1957 AUSTIN A152 15-cwt. Omnivan, guaranteed, £325.

1958 AUSTIN 10-cwt. 101 van, guaranteed, £325.

1959 AUSTIN A35 van, 12,000 miles, guaranteed, £375.

1957 AUSTIN 3-ton normal-control high-sided truck, guaranteed, £545.

1955 AUSTIN A40 Utility, £295.

AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £495.

1956 AUSTIN forward-control petrol Scammell tractor unit with 24-ft. 8-10-ton platform trailer, fitted with special display body, 9,000 miles, guaranteed, £1,195.

1958 AUSTIN 3-ton normal-control high-sided truck, guaranteed, £545.

THE CAR MART, L.TD.

WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 860-313

1955 AUSTIN 1-ton van, £275.

1947 AUSTIN 800-cu.-ft. Luton van, £145.

COMBES COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone. Guildford 62907. 860-510

SCOTTORN, L.TD.

KINGSTON ROAD,
NEW MALDEN, SURREY.
Malden 3633.

NEW AUSTIN 5-ton long-wheelbase normal-control drop-side truck, diesel, list price.

NEW AUSTIN B.M.C. 7-ton tipper, Eaton 2-speed axle, 9,000 by 20 tyres, 7-cu.-yd. steel body and gear. List price.

NEW AUSTIN A50 pick-up truck, grey, heater, list price.

1958 AUSTIN A35 vans, green passenger seats, choice of two, £300 each.

1956 AUSTIN A40 pick-up truck, £235. 860-351

1957 AUSTIN 152 pick-up, very nice condition, low mileage.

COMBES SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 860-517

BEDFORD

BEDFORD main dealer wishes to establish contact with buyer of used vans and trucks. Box CM571, care of "The Commercial Motor." 860-8661

1959 BEDFORD diesel 4-ton long-wheelbase double-drop-side truck, fitted 16-in. tyres, very carefully maintained, 14,000 miles, as new, one owner, £725.

1954 BEDFORD 7-ton long-wheelbase platform truck, one owner, exceptional condition, petrol, £225. H.P. can be arranged.

LONDON ROAD MOTORS, 179 London Rd., Watlingtonville. Phone 3490. 860-6228

A34

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., L.TD.

OUR REPUTATION IS YOUR GUARANTEE

SELECTION OF OUR RANGE OF

USED BEDFORDS.

COMPREHENSIVE RANGE OF NEW AND USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1957 Diesel 7-ton long-wheelbase drop-side truck, Leyland engine.

1957 Petrol 7-ton short-wheelbase tipper.

1954-59 BEDFORD 10-, 12- and 15-cwt. vans, Martin Walter and Kenex conversions, choice of several.

1956 R6 diesel 7-ton long-wheelbase, alloy platform.

1959 J-model 8-ton Scammell coupling tractor unit, fitted 300-cu.-in. Bedford diesel.

1955 R6 10-ton tractor, Carrimore transport coupling and hydraulic pump.

MY WE

QUOTE YOU

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.

HIGH ROAD, PONDERS END, ENFIELD, MIDDXX.

Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.

Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY. 860-278

PARSONS AND PARSONS (GARAGES), L.TD.

THE BEDFORD MAIN DEALERS.

FOR YOUR NEW OR USED BEDFORDS, BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE.

OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS.

NEW BEDFORD Calthorpe Home Cruiser caravan, cream-green, many extras, £838.

NEW BEDFORD 4-ton long-wheelbase chassis-cab (diesel), fitted box body, roller shutters to rear and roller shutter side entrance (ex works), £1,320.

NEW BEDFORD 4-ton long-wheelbase normal-control chassis-cab (200 diesel), 8.25 x 16 10-ply tyres, £907 15s.

NEW BEDFORD 5-ton EL normal control (300 diesel), fitted 1,000 cu. ft. Luton body, 7.50 x 20 10-ply tyres, £1,495.

NEW BEDFORD 7-ton forward-control 168-in. chassis-cab (300 diesel), 9,000 x 20 12-ply tyres, £1,200.

MANY other models from 12 cwt. to 12 tons, immediate or early delivery.

USED BEDFORDS.

1957 BEDFORD 8-ton normal-control 300 diesel tractor, Scammell coupling, with 23-ft. flat platform trailer, choice of six, £1,100.

1957 BEDFORD 5-ton petrol drop-side metal-body tipper, £400.

1953 BEDFORD 5-cu.-yd. tipper, petrol, £400.

1957-56-54 BEDFORD CA vans, from £300.

1955 BEDFORD Dormobile, excellent condition, £300.

A number of 1957 BEDFORD 8-ton 300 diesel tractors, Scammell coupling, and 23-ft. flat trailers, well maintained and in first-class condition throughout.

PARSONS AND PARSONS (GARAGES), L.TD., HARLOW, ESSEX. Phone, Potter Street 121. 860-457

NEW BEDFORD 7-ton extra-long chassis-cab, diesel engine, new Bedford.

NEW BEDFORD 8-ton tractor, normal-control diesel, Scammell coupling.

1958 BEDFORD 6-7-tonner, one owner, mileage only 48,000, Bedford own diesel engine.

1955 BEDFORD 7-tonner, reconditioned R6 engine. Price by us, clutch and gearbox overhauled, brakes relined, two new tyres a bargain.

ORMSKIRK MOTORS, L.TD.

MAIN VAUXHALL-BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2. 860-220

BENTLEY BROS. (SHEFFIELD), L.TD.

MAIN BEDFORD DEALER,

SHEFFIELD.

NEW BEDFORD TIPPERS FROM STOCK.

1958 BEDFORD 7-ton 16-ft. body, Bedford diesel.

1958 BEDFORD Utillabake, £435.

1956 BEDFORD Dormobile, very clean, £425.

1956 BEDFORD 12-cwt. van, very clean, £260.

A Choice of excellent vans and conversions. H.P. facilities available.

THE WICKER, Sheffield, 3. Phone 29281. 860-455

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), L.TD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

1956 BEDFORD 25-cwt. Spurling van, radio, heater, £495.

1954 BEDFORD 35-cwt. truck, £325.

1953 BEDFORD 30-35-cwt. pick-up, £245.

1954 December, BEDFORD 35-cwt. drop-side truck, £365.

1954 BEDFORD 2-3-ton truck, maroon, £395.

1953 BEDFORD 5-ton short-wheelbase tipper, £118.

1955 BEDFORD 7-ton U tipper, £395.

1956 BEDFORD 7-ton heavy-duty SQ body tipper, £475.

1952 BEDFORD 7-ton short-wheelbase U tipper, £250.

1956 BEDFORD 7-ton 10-yd. tipper, diesel R6, £595.

1952 BEDFORD 7-ton alloy platform, Comes engine, £445.

OUR showrooms are open until 6 p.m. daily and 3 p.m. Saturday.

PLEASE note address of our additional premises:—

252 BELSIZE RD., N.W.6. Mai 0712.

HAMILTON MOTORS (LONDON), L.TD.

466-490 EDGWARE ROAD,
LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 0022-4. 860-419

CARMO OF LONDON,

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

IMMEDIATE DELIVERY.

NEW BEDFORD CA vans.

NEW BEDFORD Workobus.

ALL other models early delivery.

ALSO the following reasonably priced used BEDFORDS.

1957 BEDFORD 10-12-cwt. vans, choice from £165.

1958 BEDFORD Workobus, choice of two, from £365.

1956 BEDFORD 5-ton short-wheelbase petrol tipper, choice of two.

1955 BEDFORD 5-ton diesel platform truck.

1955 BEDFORD 5-ton short-wheelbase petrol tipper, choice of two.

1954 BEDFORD 7-ton long-wheelbase 11-cu.-yd. diesel tipper.

1958 BEDFORD Dormobile 2-berth caravan.

LARGE selection of CA vans and conversions; many overhauled and repainted, from £165.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555. 860-409

G. H. L. AYNE AND CO., L.TD.

BEDFORD MAIN DEALERS.

1957 BEDFORD 7-ton long-wheelbase platform, petrol, £575.

1956 BEDFORD 5-ton long-wheelbase platform, 11A diesel, £475.

1956 BEDFORD 5-ton long-wheelbase platform, 11A tipper, petrol, £475.

1956 BEDFORD 5-ton long-wheelbase drop-side, petrol, £375.

1949 BEDFORD 5-ton long-wheelbase tipper, petrol, £170.

TRADE inquiries invited. Layne, Briggs, Lincs. 860-211

1957 BEDFORD 5-type standard drop-side diesel truck, first registered May 24, 1957, in good condition, unladen weight 2 tons 17½ cwt., price, £600.

PLEASE write or call: J. H. Sparnhall and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 860-41

E. J. BAKER AND CO. (DORKING), L.TD.

42-44 BIRCHETT ROAD,

ALDERSHOT, HANTS.

Phone, Aldershot 24242.

ONE BEDFORD March, 1954, 5-ton long-wheelbase drop-side truck, P6 engine, £350.

ONE BEDFORD petrol engine, 1953, short-wheelbase steel-bodied tipper, underfloor gear, £250.

FOR immediate delivery.

NEW BEDFORD 6½-ton normal-control, 179-in. wheelbase drop-side truck, 300-cu.-in. diesel engine.

NEW BEDFORD 3-ton long-wheelbase drop-side truck, 200-cu.-in. diesel engine. 860-409

Used Goods

LAWSON

BEDFORD

BEDFORD

FOR SOUND

1957 BEDFORD

1959 BEDFORD

1958 BEDFORD

1958 BEDFORD

NEW BEDFORD

4-ton low-load

NEW BEDFORD

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

B diesel, chassis

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, L.T.D.

BEDFORD MAIN DEALERS.
BEDFORDS ARE OUR BUSINESS.
FOR SOUNDTEST VALUE AND AFTER-SALES SERVICE.

1957 BEDFORD 10-cwt. van, £265.
1959 BEDFORD 10-cwt. van, £350.
1958 BEDFORD Utilabake, £375.
1958 BEDFORD Workobus, £345.
NEW BEDFORD Luton van, diesel, normal control, 4-ton low-loading chassis, with 1,000-1,200 cu. ft. bodies of aluminium alloy construction, early delivery, from £1,445, unpainted.
NEW BEDFORDS for immediate delivery:—
1957 BEDFORD 4-ton normal-control 161-in. wheelbase, diesel, chassis-cab.
1957 BEDFORD 5-ton normal-control 179-in. wheelbase, diesel, chassis-cab.
1957 BEDFORD 7-ton normal-control, short-wheelbase diesel, 5-speed gearbox.
1957 BEDFORD 7-ton forward-control short-wheelbase chassis-cab, 5-speed gearbox.
1957 BEDFORD 12-ton forward-control, diesel, tractor unit.
1957 BEDFORD 12-seater Utilabake.
1957 BEDFORD Dormobile 4-berth caravan.
1957 BEDFORD 10-12 and 15-cwt. vans, short- and long-wheelbase.
MANY other models available.
HIRE-PURCHASE facilities, part-exchanges. You are assured of a fair deal.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1061.

185 NEW BARNET ROAD, NEW BARNET.

320 KING STREET, HAMMERSMITH, LONDON, W.6.

PHONE, RIVERSIDE 4111. 860-116

1955 7-ton BEDFORD, R6 engine, in good running order, platform body, room required, must sell cheap, £325. Masters, Hemel Hempstead. Phone, Box 1390. 860-8711
1957 BEDFORD drop side, good engine, Leyland O.350, £335. Justice (Underwood), Notts. Phone, Langley Mill 3182. Home 3625. 860-45
1956 BEDFORD 7-ton long wheelbase with Meadows engine, 16-ft. 6-in. aluminium platform body, 12-cu. ft. and all round, general condition excellent, choice of two, £575 each. Muckett Bros., Ltd., High St., Huntingdon 298. 860-41

E. J. BAKER AND CO. (DORKING), L.T.D.

BEDFORD MAIN DEALERS.

1957 November, BEDFORD 35-cwt. diesel van, very good condition throughout, £525.
1957 BEDFORD 6-ton normal-control 6-cu.-yd. steel tipper, Bedford 300-cu.-in. diesel engine, £575.
55-61 L LONDON STREET, CHERTSEY. Chertsey 2391. 860-272

G.T.C. (COMMERCIALS), L.T.D.

1955 BEDFORD 5-ton long-wheelbase tipper, fitted with drop-side wooden body, very clean machine, one owner, £395.
1955 BEDFORD 30-cwt. van, Spurling body, side-loading, one C-hence owner, £245.
1952 BEDFORD artic. unit and pantechnicon trailer, this vehicle has been used as a mobile dispensing, cost new approx. £5,000, genuine, 29,000 miles only, superb condition, one owner, £850.
26-28 BOW RD., LONDON, E.3. Advance 6495. 860-323

1952 BEDFORD 3-ton long-wheelbase flat truck, 12-cu. ft. rear, £120.
1952 BEDFORD 5-ton long-wheelbase drop-side truck, P6 diesel engine, 50,000 miles only, condition tyres all round, good mechanical order, sound chassis, body bed needs slight attention, £475. 860-2

SPURLING CITY DEPOT offer:—
1957 BEDFORD 15-cwt. platform truck.
1955 BEDFORD 5-ton, diesel, 16-ft. platform body, choice of two.
1958 BEDFORD 15-cwt. van.
1955 BEDFORD 5-ton platform truck, diesel; choice of two.
SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 860-256

1958 7-ton long-wheelbase diesel drop-side truck, 12-cu. ft. rear, £120.
1952 BEDFORD 5-ton long-wheelbase drop-side truck, P6 diesel engine, 50,000 miles only, condition tyres all round, good mechanical order, sound chassis, body bed needs slight attention, £475. 860-2

1956 BEDFORD 7-ton diesel drop-side truck, 14-ft. body.
WESTON'S MOTORS, LTD., Letchworth Hill Garage, Hitchin, 3681. 860-315

1960 BEDFORD 2-ton low-loading alloy boxvan, 1200 miles, cost £1,000 as new, £725.
G. P. HARPER, LTD., 1 London Rd., Stevenage, Herts. Stevenage 700. 860-292

Used Goods Vehicles (contd.)

TRUCKS.

1952 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.
1951 BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.
1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.
1952 BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.
1957 BEDFORD 6-ton long-wheelbase drop-side truck, diesel, 17-ft. 6-in. body, £595.

TIPPERS.

1953 BEDFORD 5-ton short-wheelbase tipper, petrol, £175.
1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £253.
1955 BEDFORD 5-ton short-wheelbase tipper, petrol, 6-cu.-yd. body, excellent order, £315.
1956 BEDFORD 7-ton short-wheelbase tipper, diesel, 7-cu.-yd. body, excellent order, £550.

VANS.

1952 BEDFORD 5-ton long-wheelbase Luton van, petrol, excellent order, £225.
CONFIDENTIAL HIRE-PURCHASE TERMS.
PART-EXCHANGES WELCOMED.

GRAHAM BROTHERS (MOTORS), L.T.D.

COMMERCIAL SALES DEPT., 799 CHESTER ROAD, STRETFORD, MANCHESTER.

Phone, Tra 3311 (ext. 11). 860-474

1958 7-ton long-wheelbase tipper, Bedford own diesel, £825.
1954 7-ton long-wheelbase tipper, petrol, £200.
1956 5-ton long-wheelbase tipper, diesel, £550.
1948 5-ton pantechnicon, petrol, choice of two from £125.
1952 7-ton platform, petrol, £150.
1956 7-ton platform, P6, £400.
1948 SCAMMELL tractor, petrol, £85.
J. HUDSON. Bawtry 362. 860-348

HUNTER VEHICLES, L.T.D.

290 SOUTHBURY ROAD, ENFIELD.

Phone, Howard 4184.

1955 BEDFORD 5-ton boxvan, P6 diesel, condition and tyres excellent, one owner, immediate delivery.
HIRE-PURCHASE terms arranged. 860-318

HILLS.

BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy body, 12 ft. 6 in. by 6 ft. 8 in. by 3 ft. 4 in., fixed sides, 8.25 x 20 12-ply tyres, first registered October, 1955, £545.
B lorry, petrol, one owner, first registered June, 1959, £765.
BEDFORD 7-ton forward-control platform lorry (coach-built), 300-cu.-in. diesel engine, 2-speed axle, approx. body length 17 ft., first registered 1958, £675.
BEDFORD 7-ton forward-control 6-cu.-yd. U tipper, first registered 1958, £685.
BEDFORD 8-ton normal-control Scammell tractor, one owner, first registered 1956, £345.

HILLS GARAGES (MANCHESTER), L.T.D.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311. 860-254

BEDFORD R-type 4 x 4s, several for disposal.
1953 Bedford 7-ton tipper, petrol engine, ready to work. St. Mary's Motor Co. (Harborough), Ltd., Northampton Rd., Market Harborough. Phone 2206. 860-XA6538

Bedford Wanted

BEDFORDS wanted! Bedford wanted! We want 9 Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 860-814

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, L.T.D.

71 GREENWICH SOUTH STREET, LONDON, S.E.10.

Greenwich 2033-4. 860-894

A-TYPE BEDFORD tippers, short wheelbase with P6 engine, good condition, with or without body. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234 (three lines). 860-9675

A BEDFORD for sale! Phone Farnham Motors, 460-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 860-418

B.M.C.

1959 B.M.C. petrol engine on 9.00 by 20 tyres. In excellent condition, mechanically sound; choice of three, £625 each. Muckett Bros., Ltd., High St., Huntingdon 298. 860-41

Used Goods Vehicles (contd.)

L. A. MITCHELL (MOTORS), L.T.D.

DODGE DISTRIBUTORS.
PERKINS DIESEL DISTRIBUTORS.

1955, December, B.M.C. diesel-engined 7-ton medium-wheelbase truck with drop sides, power steering, Eaton 2-speed axle, one owner, £525.
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 860-79

1957 B.M.C. diesel Scammell 5-ton tractor unit, very good condition, £425. Easware 2572. 860-110
GORDON KING MOTORS, LTD., offer:—
1956 B.M.C. forward drive, 5-ton platform, petrol, good condition, £325.
MITCHAM LANE, S.W.16. Streatham 3133-4. 860-309

ARLINGTON MOTOR CO., LTD., offer:—
1957 7-ton diesel 18-ft. platform, 2-speed axle, heater, power steering (Morris).
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx., Howard 1266. 860-282

1957 B.M.C. diesel 7-ton long-wheelbase truck with 20-ft. drop-sided body, 2-speed axle, power steering, in good running order, bargain, £525.
R GREEN MOTORS, Langley, Hitchin, Herts. 860-372

COMMER

COMMER, 10-ton 6-wheelers, 24-ft. platforms, 900 x 20 tyres, air brakes, etc., artics, tippers, vans.
PARKSIDE GARAGE. "The Commercial People," 111ford 0032. Prompt delivery. 860-215

1957 COMMER 3-4-ton Superpoise vans, clean interior, coachbuilt body, standard cab, low mileage, excellent mechanical condition, works maintained.
HIRE-PURCHASE. Part-exchanges. Contay Motor Works, Ltd., 164a Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 860-266

1956 COMMER TS3 diesel long-wheelbase platform truck, 18-ft. body, in good running order, £500.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 860-378

1955 6-7 COMMER TS3 7-ton long-wheelbase alloy platform, 900 x 20 tyres, from £495. Chandra Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 860-371

ARLINGTON MOTOR CO., LTD., offer:—

1959, December, TS3, 12-ton tractor unit with S.A.E. coupling, 9.00 x 20 tyres, air brakes, 15,000 miles, latest-type cab with 12-ton 25-ft. Hands platform trailer.
COMMER TS3 7-ton truck.

1956 COMMER TS3 chassis-cab, fitted large-capacity aluminium boxvan.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-279

1 7-TON forward-control super-capacity van, March, 1958, clean condition, £450.
7-TON tipper, 1950, £100.
BREW BROS., LTD., 133 Old Brompton Rd., S.W.7. Fre 3333. 860-364

DISMANTLING COMMER TS3, 1958, air brakes, Bova extension, all parts available. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 860-408

1952 COMMER 2-ton 4-cu.-yd. tipper, £145.

COMBES COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 860-508

COMMER TS3, choice of five, from 1955 to 1958, all with 9.00 x 20 tyres, in good condition. Reading Garage Co., Ltd., Cork St. Reading 57555. 863-8741

1958 TS3 with Boys trailing axle, double-drop-side 21-ft. 6-in. wood body, 64,000 miles, good condition, £1,250.
JULY, 1956, TS3 7-ton long-wheelbase 18-ft. alloy platform with wood floor and alloy headboard, twin Goodyear tyres, 9.00 x 20, fitted overdrive in fifth gear, good all-round condition, £550.
SPARSHATS, Millbrook. Southampton 72596. 860-498

NEW TS3 long-wheelbase chassis-cab, immediate delivery.
1957, May, TS3 long-wheelbase drop-side truck, low mileage, £695. 1956 (November) 7-ton long-wheelbase QX drop-side truck, £375. 1950 (November) QX long-wheelbase platform truck, £125. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 860-525

1960 COMMER TS3 Unipower 6-wheel conversion, double-drop-side 18-ft. body, extension sides for coal or similar haulage, fitted 5-speed box, air brakes, trafficators, heater, etc., the whole machine in excellent condition, cost £3,050, will sell for £2,450.
1955 TS3, alloy drop-side body, sound throughout, £525. Hire-purchase with pleasure. East Stoke 362. 860-259

1954 COMMER Q3 chassis-cab, boxvan body, roller shutter and tailboard, heater, very good condition, £285.
1952 Similar to above, very good condition, £175. Reliance Motors (Chingford), Ltd., Hall Lane, Chingford, E.4. Silverthorne 7077. 860-289

DENNIS

R. A. JORDAN, L.T.D.

MAIN DENNIS DISTRIBUTORS.

(BEDS, CAMBS, PETERBOROUGH AND N. HERTS.)

FOR new and used commercial vehicles.

1955 DENNIS 8-ton Centaur diesel, one owner.

A L.L. inquiries welcomed.

PART-EXCHANGES. H.P. terms.

IVER WORKS, Biggleswade, Beds. Phone, Biggleswade 2265(6). 860-152

Used Goods Vehicles (contd.)

DENNIS Jubilant. November, 1955. 24-ft. platform body, in excellent all-round condition, one owner. C licence, can be put straight to work, unladen weight 6 tons 19 cwt.
FRANK H. DUTTON, LTD., Camp Rd., Leeds, 7. Phone 31151. 860-8713

1946-53 **DENNIS** Maxx, some with new engines and 12 tyres, 5-speed, from £150. 12 platforms, diff., gearboxes, axles, brake linings, engines, all for sale due to changing fleet to 8-wheelers. Phone, Flitwick, Beds, 455. 861-8730

1949 Medium-wheelbase tipper, £275. 50 second-hand vehicles in stock.
J. HUDSON. Bawtry 362. 860-349

DODGE
MAIN DODGE DISTRIBUTORS,
FERRARIS OF CRICKLEWOOD, L.TD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery,
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section advertisement for used **DODGE** vehicles. 860-117

1955-56-57 **DODGE** 106 P6, 900 x 20 tyres, 5-speed gearbox, in excellent order, from £350.
1957 **DODGE** 106, P6, 900 x 20 tyres, 5-speed gearbox in excellent order, £495. Chandler Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

1952 Short-wheelbase tipper, petrol, £125.
1954 Long-wheelbase tipper, P6, £395.
J. HUDSON. Bawtry 362. 860-350

1952 **DODGE** 5-ton long-wheelbase drop-side truck, excellent condition, £200.
1952 **DODGE** 1,350-cu.-ft. pantechon, choice of two, £450. 860-491

1954 **DODGE** 600-cu.-ft. boxvan, P4 diesel, good condition, £275.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 860-507

1953 **DODGE** 5-ton diesel long-wheelbase truck, very useful, £245. Kingston 6136 any morning before 12 o'clock. 860-491

1956 **DODGE** drop-side truck, Type 105C, with Perkins P6 engine, clean and good condition, one owner, £465.
PRINCE'S SERVICE STATION, Millbrook Rd., Southampton 73025. 860-487

EX-DEMONSTRATOR Model 3126V 6-ton drop-side lorry, with extras, as new, small mileage, £1,600.
SPARSHATTS, Millbrook, Southampton 72596. 860-497

E.R.F.
1945, 6-wheeler low-loader, A.E.C. 7.7 diesel engine, knock-out axle with 15-ft. well, 15 tons capacity, £650. G. R. Nixey, Ltd., Station Rd., Wheatley, Oxford. Phone, Wheatley 386. 861-8731

E.R.F. 1946 7.8-tonner, A.E.C. 7.7 engine, in good condition, £250 for quick sale, Wasington Transport, 71 Amington Rd., Tamworth 1134. 860-102

1956 **E.R.F.** 8-wheeler, 6LW engine, new-style cab, 5-speed box, double drive, air brakes, one owner, clean and in excellent order, £1,650.

1950 **E.R.F.** tractor unit, 6LW engine, 5-speed box, modern-type cab, S.A.E. coupling, one owner, in very good order, £750.

1950 **E.R.F.** tractor unit, 5LW engine, modern-type cab, 5-speed box, very good order, S.A.E. coupling, £450.

TRAILERS for the above available if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 860-387

1953 **E.R.F.** dismantling all models. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2625. 860-402

1948 **E.R.F.** 5LW, artic. with two 15-ton trailers. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds, 10. Phone 77268. 860-360

E.R.F. Wanted
E.R.F. Flat-platform trucks and tractor units wanted, with or without semi-trailers, any condition. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 860-859

FODEN
1952 (Late) **FODEN**, MK. I engine, modified, reconditioned engine, new 1725, double drive, 8-wheeler, choice of two, £1,100 each o.n.o. Phone, Flitwick, Beds 455. 861-8729

1951 **FODEN** 7-yd. drop-side tipper, 4LW Gardner, 5-speed box, 36 x 8 tyres, as new, £525. Edgware 5272. 860-113

FORD THAMES AND FORDSON
GORDON KING MOTORS, L.TD.
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, works, for early delivery, £1,170.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,195.

1956 **FORD** Thames 4D 4-ton truck, £425.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 860-308

A36

Used Goods Vehicles (contd.)

WELLSTON MOTOR CO., L.TD.
381-389 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

OFFER FROM STOCK
NEW LUTON VANS
FOR
EARLY DELIVERY.

1957 **FORD** THAMES 4D 950-cu.-ft. pantechon, £745. 860-104

TWO 1959 5-ton long-wheelbase Traders, 6D diesel, guaranteed 13,000 and 18,000 miles, £800 and £850 each.

1957 **FORD** 30-cwt. van 4-cylinder petrol, immaculate condition, £265.

PHONE EDGWARE 2572. 860-111

NOVEMBER, 1958. Thames Trader 4D artic. unit, 10,000 miles only, excellent tyres, £775. Wicks, 33 St. Clements Rd., Bournemouth 37013. 860-6887

1958 **THAMES** Trader 4D, 2-ton, 350-cu.-ft. boxvan, low mileage, one owner, green, unwritten, really excellent condition, £575. Langney Motors, Ltd., Langney Rd., Eastbourne, 7600. 860-39

1955 **FORD** Thames 3-ton flat 4-cylinder diesel, in exceptionally good order, good tyres, £380.
CENTRAL GARAGE (UPPINGHAM), LTD., Rutland. Phone 3296-7. 860-52

W. HAROLD PERRY, L.TD.
MAIN FORD DEALERS,
FINCHLEY.

1957 **October.** THAMES Trader 5-ton 6D long-wheelbase truck, excellent condition, £775.

1959 **November.** THAMES Trader 7-ton 6D long-wheelbase platform truck, 8,000 miles only, £975.

1959 **THAMES** Trader 7-ton 6D long-wheelbase tipper, 8-cu.-yd. metal body, twin ram, excellent tyres, £1,095.

LARGE choice of light vans, 12-seaters, etc. Your inquiries welcomed.

297 **BALLARDS LANE**, North Finchley.

HILLSIDE 8888. 860-366

G.T.C. (COMMERCIALS), L.TD.

1960 **FORD** Trader articulated unit and 25-ft. trailer, fifth wheel couplings, 1000 x 20 tyres on mileage, £1,100.

1960 **FORD** Trader 6D diesel 7-ton long-wheelbase chassis fitted with brand-new 1,300-cu.-ft. Luton van body, 9,000 miles only, £1,300.

1959 **FORD** Trader 7-ton long-wheelbase truck, low mileage, very clean, £745.

1959 **FORD** Trader 7-ton tipper, 7-cu.-yd. steel drop-side body, 900 x 20 tyres, first-class condition, £895.

1957 **FORD** 4D diesel, 3-4-ton boxvan, side-loading, separate cab, exceptionally clean vehicle, one owner, £450.

26-28 **BOW RD.**, London, E.3. Advance 6495. 860-322

7-TON Trader 160-in.-wheelbase chassis and cab, heavy duty; Thame. FORD 15-cwt. van, colour green, immediate delivery.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 860-212

1959 **Thames** Trader 6D articulated unit, Scammell coupling, very good order, £850; choice of trailer 20-25 ft. 10-12 tons available if required.

1959 **Thames** Trader 6D long-wheelbase truck, 17-ft. drop-side body, very small mileage, almost as new, £750.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 860-381

HUNTER VEHICLES, L.TD.
290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

1956 3-ton Thames boxvan, 4D, 494-cu.-ft. capacity, excellent condition, tyres as new, one owner, immediate delivery.

HIRE-PURCHASE terms arranged. 860-317

OCTOBER, 1958. FORD Thames 6-cylinder diesel 5-ton, fitted insulated meat-container body with walk-in tailboard and double folding rear doors, three sliding-type meat rails and one ofal rail, spare wheel unused and total mileage 14,000, price £1,475, in primer finish. Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook, Nottingham. Phone 26-745-6-8. 860-469

1959 **November.** Trader 7-ton 6D drop-side truck, 10,000 miles, £975. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 860-288

ARLINGTON MOTOR CO., LTD., offer:—
1958 **FORD** Trader chassis-cab, 4-cylinder diesel, fitted 1,200-cu.-ft. Luton body.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266.

1950 **Thames** 5-ton long-wheelbase tipper, P6, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 860-506

1950 **Thames**, Perkins P6 engine, 5-ton long-wheelbase tipper, £140.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 860-442

UNREGISTERED Thames Trader tippers, 4,000 miles, choice of six. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds, 10. Phone 77268. 860-361

Used Goods Vehicles (contd.)

1960 **Thames** Trader, 5-ton 4D 152-in. wheelbase, double-drop-side truck, 900 miles only, as new, £1,095. Our price £895.

1959 **Thames** Trader 7-ton 6D, 160-in. wheelbase, platform truck, £845.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green 1023. 860-45

Ford Thames and Fordson Wanted
WANTED. FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

WANTED. FORD Traders, smashes and rough vehicles considered. C.V.S., Ltd., Scotchman Lane, Mersey, Yorks. 860-410

GUY
NEW GUY Invincible 8-wheel, available from stock. N. Guy Gardner 6LX engine and double drive.

NEW GUY Invincible 8-wheeler with Gardner 6LW engine, single drive, available as chassis-cab or with 24-ft. platform body, from stock.

T. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East. Oldbury, near Birmingham. 860-139
Broadwell 1840 and 2800.

1959 **November.** GUY Warrior light 8-wheeler, 25-ft. wooden flat with light-alloy sub-frame, 5.8 x 20 14-ply tyres, radio, heater, 8-wheel air brake, all extras, taxed to December 31, 1960, price £3,300. Webb Transport, High St., Tunstall, Stoke-on-Trent 87057. 860-261

KARRIER
BANTAM diesel platform, 1957, clean, ready for work.

BANTAM petrol platform, 1956, clean, ready for work, £300 o.n.o.

TOPPINS, MOSS AND CO., LTD., Central Garage, Bletchley, Bucks. Phone 2777. 861-470

LAND ROVER
ARLINGTON MOTOR CO., LTD., offer:—

1959 **Petrol.** 88-in. wheelbase, regular model, chassis of two.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-212

1957 **LAND ROVER** 109-in. petrol truck with heater, one owner, 20,000 miles, £450. A. A. Clat, Ltd., 2, 4 and 6 Frances Rd., Windsor 1130. 860-422

LEYLAND
BROWNHILLS MOTOR SALES.

L. LEYLAND. **ALBION.** **SCAMMELL.**
AUTHORIZED DEALERS.

1955 **And 1954 LEYLAND** Comet normal-control tippers, 14-ft. 6-in. cab body.

EARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles. Unclassified.

BROWNHILLS MOTOR SALES.
WAITING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 860-141

1958 **LEYLAND** Comet forward-control artic. unit, Scammell coupling with two Scammell 25-ft. 10-ton trailers, very clean and in excellent running order.

1952 **LEYLAND** Octopus 8-wheeler, 24-ft. drop-side body, in excellent running order. Comets owner since new, unused for several years, £1,250.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 860-387

ARLINGTON MOTOR CO., LTD., offer:—
1955 **Octopus**, wooden platform body, air brakes.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-212

OCTOBER, 1954. Comet 90 7-ton long-wheelbase 194-cu.-ft. double-drop-side truck, helper springs, 2-speed axle, £950.

SPARSHATTS, Millbrook, Southampton 72596. 860-506

MAUDSLAY tipper, Gardner 4LW, 9 cu. yd. good condition and tyres, price £295. Burton Garage, 49 Shipton St., York. Phone 55913. 860-4718

MERCURY
MERCURY'S, alloy bodies, choice of six. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds 10. Phone 77268. 860-361

MORRIS AND MORRIS-COMMERCIAL
1955, **October.** MORRIS LD2 30-cwt. van, in very good condition, £255. Edgware 2572. 860-101

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 860-402

MORRIS-COMMERCIAL 5-ton long-wheelbase diesel (Skinner) 1953 lorry, good condition, £1,050, any trailer.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 860-111

THE CRAWLEY DOWN GARAGE, LTD., Snow Hill, near Crawley, Sussex. Cophorne 109-110.

1960 **MORRIS** J2 van, painted and unwritten, 4,000 miles, £475. 860-280

PALMERSTON OF KINGSTON,
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used Vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 860-264

1957 **MORRIS** LD2 30-cwt. (petrol) van, unwritten, whole vehicle in very good condition, general mileage, £390. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. 860-361

Used Goods V

1955 **MORRIS** alloy body, 5-ton, 160-in. wheelbase, 8-wheeler, 900 miles only, as new, £1,095. Our price £895.

1959 **Thames** Trader 7-ton 6D, 160-in. wheelbase, platform truck, £845.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green 1023. 860-45

Ford Thames and Fordson Wanted
WANTED. FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

WANTED. FORD Traders, smashes and rough vehicles considered. C.V.S., Ltd., Scotchman Lane, Mersey, Yorks. 860-410

GUY
NEW GUY Invincible 8-wheel, available from stock. N. Guy Gardner 6LX engine and double drive.

NEW GUY Invincible 8-wheeler with Gardner 6LW engine, single drive, available as chassis-cab or with 24-ft. platform body, from stock.

T. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East. Oldbury, near Birmingham. 860-139
Broadwell 1840 and 2800.

1959 **November.** GUY Warrior light 8-wheeler, 25-ft. wooden flat with light-alloy sub-frame, 5.8 x 20 14-ply tyres, radio, heater, 8-wheel air brake, all extras, taxed to December 31, 1960, price £3,300. Webb Transport, High St., Tunstall, Stoke-on-Trent 87057. 860-261

KARRIER
BANTAM diesel platform, 1957, clean, ready for work.

BANTAM petrol platform, 1956, clean, ready for work, £300 o.n.o.

TOPPINS, MOSS AND CO., LTD., Central Garage, Bletchley, Bucks. Phone 2777. 861-470

LAND ROVER
ARLINGTON MOTOR CO., LTD., offer:—

1959 **Petrol.** 88-in. wheelbase, regular model, chassis of two.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-212

1957 **LAND ROVER** 109-in. petrol truck with heater, one owner, 20,000 miles, £450. A. A. Clat, Ltd., 2, 4 and 6 Frances Rd., Windsor 1130. 860-422

LEYLAND
BROWNHILLS MOTOR SALES.

L. LEYLAND. **ALBION.** **SCAMMELL.**
AUTHORIZED DEALERS.

1955 **And 1954 LEYLAND** Comet normal-control tippers, 14-ft. 6-in. cab body.

EARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles. Unclassified.

BROWNHILLS MOTOR SALES.
WAITING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 860-141

1958 **LEYLAND** Comet forward-control artic. unit, Scammell coupling with two Scammell 25-ft. 10-ton trailers, very clean and in excellent running order.

1952 **LEYLAND** Octopus 8-wheeler, 24-ft. drop-side body, in excellent running order. Comets owner since new, unused for several years, £1,250.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 860-387

ARLINGTON MOTOR CO., LTD., offer:—
1955 **Octopus**, wooden platform body, air brakes.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 860-212

OCTOBER, 1954. Comet 90 7-ton long-wheelbase 194-cu.-ft. double-drop-side truck, helper springs, 2-speed axle, £950.

SPARSHATTS, Millbrook, Southampton 72596. 860-506

MAUDSLAY tipper, Gardner 4LW, 9 cu. yd. good condition and tyres, price £295. Burton Garage, 49 Shipton St., York. Phone 55913. 860-4718

MERCURY
MERCURY'S, alloy bodies, choice of six. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds 10. Phone 77268. 860-361

MORRIS AND MORRIS-COMMERCIAL
1955, **October.** MORRIS LD2 30-cwt. van, in very good condition, £255. Edgware 2572. 860-101

EX-W.D. 4

1.)

D. 152-in. wheelbase, 900 miles only, £800.
D. 160-in. wheelbase, 900 miles only, £800.
North Circular Rd. 860-43

son Wanted
Perkins, all capacities, Greenwiche South S. 860-30
and rough vehicle, 860-49
Chman Lane, 860-49

available from stock, double drive, with Gardner 4LW chassis-cab or with 860-19
S, LTD., 100 Dolly Birmingham, 860-19

light 8-wheeler, 24-ft. alloy sub-frame, 2.5-ton wheel air brakes and 1960, price £3,200. Install, Stoke-on-Trent, 860-31

clean, ready for work, with Gardner 4LW chassis-cab or with 860-19

LTD., Central Garage, 860-19

D., offer:— regular model, choice of 860-31

h Rd., Ponders End, 860-31
rd 1266, 860-31

petrol truck with beam, 860-31
E, 450, A. A. Chm, 860-31
ndor 1130, 860-31

OR SALES,
SCAMMELL,
ALERS.

Used Goods Vehicles
FOR SALES,
WNHILLS, STAFFS,
236 and 2392, 860-14

ward-control artic. with 860-31
h 20 Scammell 25-ft. excellent running order, 8-wheeler, 24-ft. 6000 running order, Chichester 860-31
eral years, £1,250, 860-31
ndley, Hitchin, 860-31

Tro, offer:—
orm body, air brakes, 860-31

High Rd., Ponders End, 860-31
rd 1266, 860-31

on long-wheelbase 19-ft. springs, 2-speed axle, 860-31
ampton 72596, 860-31

AY
gardner 4LW, 9 cu. yd. 860-31
res, price £295, Burton 860-31
one 55913, 860-31

RY
ies, choice of six, Jack 860-31
136 Jack Lane, Leeds 860-31

IS-COMMERCIAL
D2 30-cwt. van, in very 860-31
Edgware 2572, 860-31

winch, from 100 each 860-31
Alfreton, Derbyshire, 860-31

on long-wheelbase diesel 860-31
condition, £195, any Ital- 860-31
ley Green Rd., Birmingham 860-31

RAGE, LTD., Snow Hill,
thorne 109-110, 860-31
sted and unwritten, 4,000 860-31

KINGSTON,
COMMERCIAL RETAIL,
stock, 860-31

AL MOTORS, LTD.,
5618, 860-31

(petrol) van, in very 860-31
good condition, 1960, 860-31
Watson (Croydon), 860-31
4221, 860-31

Used Goods Vehicles (contd.)

1955 MORRIS diesel 5-ton Luton, 1,200-cu.-ft. alloy body, used C licence only, excellent condition, £595, L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575, 860-521

SCAMMELL

1949 8-wheeler, 24-ft.-sided body, fair condition, £375, Justice (Underwood), Notts. Phone, Langley Mill 3182. Home 3625. 860-46

SCAMMELL MH6 and MH3 units and trailers; several special vehicles, pole wagons, low-loaders available. Tillys, Ltd., Wolverton, Buckinghamshire 860-776

ARLINGTON MOTOR CO., LTD., offer:—
23-ft. SCAMMELL coupling boxvan semi-trailer, 860-286

ARLINGTON MOTOR CO., High Rd., Ponders End, A. Enfield, Middx. Phone, Howard 1266, 860-286

1954 SCAMMELL tractor unit with Scammell 25-ton low-loader trailer, 20 ft. in well, 6LW engine, 6-speed box, air brakes, in very nice order. RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stearns 174. 860-803

SEDDON

1954 SEDDON 6-7-ton long-wheelbase truck, Mark 3L model, exceptionally clean vehicle, 1954, G.T.C. (Commercial), Ltd., 26-28 Bow Rd., London, E.3. Advance 6495. 860-321

£285. 1956 (October) SEDDON 30-cwt. P3 diesel truck, in excellent condition. A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Bickfairs 1511. 860-231

1952 SEDDON P4 3-ton long-wheelbase platform lorry, £295. 860-321

1949 SEDDON 6-ton P6 long-wheelbase flat, £185. 860-321

1949 SEDDON 29-seat Santos coach, Perspex roof, any trial, £195. 860-204

1954 SEDDON 3-ton P4 boxvan, one owner, £385, or terms arranged. 860-473

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146, 860-204

1953 SEDDON diesel 5-ton drop-side truck, beautiful condition. COMBIS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62967. 860-516

1955 SEDDON 30-cwt. drop-side truck, diesel, good order, £295, 1948 Seddon 6-ton long-wheelbase truck, diesel, £150. Confidential hire-purchase terms, interchanges welcomed. Graham Bros. (Motors), Ltd., Commercial Sales Dept., 799 Chester Rd., Manchester. Phone, Tre 3311 (ext. 11). 860-473

1956 SEDDON 17-ft. alloy and wood platform, 6P engine, in excellent all-round condition, including tyre equipment. SPARSHATT, Millbrook Trading Estate, Southampton 72596. 860-501

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd. Alfreton, Derbyshire, 860-803

1952 THORNYCROFT Trident 7-ton coachbuilt boxvan, 17 ft. 6 in. by 7 ft. by 8 ft. high, 605, or terms arranged. 860-205

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146, 860-205

Thornycroft Wanted

THORNYCROFT 4-wheel Trusty wanted, early or late model. Box CM5635, care of "The Commercial Motor." 860-723

TROJAN

1953 Personnel carrier, P3 engine, good body and tyres, £200, Justice (Underwood), Notts. Phone, Langley Mill 3182. Home 3625. 860-47

1954 TROJAN diesel 15-cwt. van, cheap. H. P. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 860-245

VOLKSWAGEN

1959 VOLKSWAGEN pick-up, grey, all-steel body, small mileage, £499. FRIDAYS, of Sittingbourne. Phone, Sittingbourne 1421. 860-38

VULCAN

VULCAN 6-7-ton diesel boxvan, 1950, length 17 ft., width 7 ft. 6 in., height 8 ft., tailboard 1 ft. 6 in., roller shutter 4 ft. 6 in., side loading door 6-ft. high, 24-in. wide, fair condition all round. Dartmouth Garage, 24-26 High St., West Bromwich. Phone, Wba 2441-6. 860-55

VULCAN 1953 7-ton flat platform lorry, 4LW Gardner engine, good all-round condition, £295. Another vehicle, 1952, £225, Fredk. Ray, Ltd., Grovesbury, 14, Leighton Buzzard, Beds. Phone 2241-2. 860-392

UNCLASSIFIED

WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS.

REIGATE 2263 (SURREY).

NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

MORRIS-COMMERCIAL 3-ton FG drop-side truck, petrol and diesel.

MORRIS-COMMERCIAL 30-cwt. FG chassis-cab, petrol and diesel.

GOOD STOCKS OF

SECOND-HAND VEHICLES

AS BELOW:—

MORRIS 1958 1-ton van, in good condition, £310.

1958 AUSTIN 152 15-cwt. van, 15,000 miles, £375.

1956 AUSTIN 5-ton drop-side truck, £435.

1955 AUSTIN 1-ton LDI van, in primer, £275.

Used Goods Vehicles (contd.)

OVER 100 MODERN

COMMERCIAL VEHICLES

TO CHOOSE FROM.

YOUR INSPECTION INVITED.

COMPARE OUR PRICES

WE GUARANTEE TO GIVE SATISFACTION AND SAVE YOU MONEY.

YOUR VEHICLE TAKEN IN PART-EXCHANGE.

1960 County conversion, 6-wheeler FORD Trader flats; 60 diesel engine 10-12-tonners, choice of 2, each £1,350.

1960 FORD Trader 60 artic., with 25-ft. four-in-line B.T.C. trailer, choice of three, each £1,600.

1959 FORD 15-cwt. Luton van, as new, £650.

1959 FORD Trader, 6D diesel engine, 6-wheel, 21-ft. platform body, Primrose third axle, £1,100.

1959 BEDFORD 8-type 7-ton diesel tipper, 300 yd., 2-speed axle, choice of two, each £975.

1959 Bedford engine, all-steel square body, 8 cu. yd., 2-speed axle, £975.

1959 Long-wheelbase DODGE, Leyland Comet engine 2-speed axle, 10.00 x 20 tyres, 21-ft. platform body, air-assisted brakes, £1,450.

1959 (Late) FORD Trader 6D 7-ton platform lorry, choice of 10, from £825.

1959 FORD Trader 60 artic., with 25-ft. four-in-line B.T.C. trailer, choice of four, each £1,400.

1959 (Late) FORD Trader 60 7-ton long-wheelbase trucks, choice of three, each £950.

1958 BEDFORD D-type, 300 diesel engine, 6-ton short-wheelbase tipper, very good condition, choice of three, each £725.

1958 July, FORD Trader 6D long-wheelbase platform body, 10.00 x 20 tyres, £1,100.

1958 GUY Otter, 4LW Gardner engine, 17-ft. 6-in. flat, 2-speed axle, £725.

1957 December, FORD 4D long-wheelbase extended flat, 22 ft., £625.

1957 BEDFORD 7-ton flat, with 300 engine, 5 type, £45.

1957 October, 3-ton FORD Trader, 4D diesel engine, long-wheelbase drop-side flat, £565.

1957 BEDFORD A-type platform truck, P6 engine, £550.

1957 DODGE long-wheelbase 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £565.

1957 7-ton B.M.C. flat, 6-cyl. diesel engine, 9.00 x 20 tyres, power steering, Eaton 2-speed axle, to clear £725.

1956 December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £600.

1956 November, 7-ton B.M.C. flat, 6-cyl. diesel, 9.00 x 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.

1956 September, MORRIS long-wheelbase 4-cyl. 2-ton diesel drop-side truck, immaculate, £375.

1956 FORD P6 short-wheelbase wooden-bodied tipper, bargain, to clear £350.

1956 May, AUSTIN-B.M.C. 5-ton diesel long-wheelbase flat, £670.

1956 AUSTIN-B.M.C. flat, 5-ton diesel engine, to clear, £495.

1956 COMMERCIAL TS3, 18-ft. 6-in. flat, 9.00 x 20 tyres, £735.

1956 BEDFORD A-type unit with Scammell couplings, P6 engine, £495.

1956 AUSTIN, extended-chassis 20-ft. platform truck, 2-speed axle, petrol engine, £395.

1955 November, FORD 4D 30-cwt. diesel van, £275.

1955 AUSTIN-B.M.C. Luton van, 900-cu.-ft. capacity, 4-cyl. B.M.C. diesel engine, bargain, £525.

1955 AUSTIN Luton van, 900-cu.-ft. approx., 4-cyl. B.M.C. diesel engine, £495.

1954 SEDDON 3-ton boxvan, diesel engine, choice of three, each £375.

1954 SEDDON Mark 7 15-ft. flat, £350.

1954 DODGE long-wheelbase drop-side truck, Perkins diesel, 9.00 x 20 tyres, in first-class condition, £395.

1954 August, 2-ton FORD Cost Custer petrol van, in excellent condition, £145.

1954 BEDFORD 30-cwt. van with Perkins P4 engine, separate cab, £335.

1952 AUSTIN Luton van, diesel engine, 950 cu. ft. approx., very good condition, £345.

1952 July, VAUXHALL Victor saloon, one owner, driven 16,000 miles, regularly maintained, perfect condition, £565.

YOUR INSPECTION INVITED.

LET US QUOTE A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

W. JONES (MANCHESTER), L. TD.

TROJAN AGENTS.

RUTLAND STREET GARAGES, SWINTON.

All inquiries: Phone, Swinton 2036 and 2037.

Telegraphic address, Moniesaver, Swinton, Lancs.

Garage open daily (inc. Sun.) week-end 10 a.m. to 5 p.m.

860-35

PRALLS (HEREFORD), L. TD.

COMMERCIAL-VEHICLE SPECIALISTS.

ATKINSON. AUSTIN. FORD. DODGE.

1958 COMMERCIAL TS3 diesel 20-ft. platform body, one owner, immaculate condition.

1957 ATKINSON 8-wheeler, 6LW, double drive, air brakes, automatic chassis lubrication, 24-ft. alloy body with wood floor, first-class condition throughout, ready for immediate use.

1957 BEDFORD 7-ton Leyland Comet engine, 17-ft. platform body.

1956 DODGE 6-ton, P6 diesel, 2-speed axle, 900 x 20 tyres.

1954 BEDFORD 7-ton tractor unit, R6 diesel.

PRALLS (HEREFORD), L. TD.

HOLMER ROAD,

HEREFORD.

Phone 4221.

860-169

(Supplement)

Used Goods Vehicles (contd.)

FORD AND SLATER, L. TD.

LEYLAND, ALBION, SCAMMELL

TIPPERS.

1958 LEYLAND Comet, one normal-control medium-wheelbase tipper, alloy fixed-side and two timber drop-side bodies.

1957 LEYLAND Comet, normal-control medium-wheelbase tipper, 14-ft. timber double-drop-side body.

1957 LEYLAND Comet normal-control medium-wheelbase 14-ft. by 2-ft. 6-in. upper, drop side.

1957 B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body.

1954 BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.

1955 BEDFORD 5-ton, P6, 13-ft. 6-in. timber double-drop-side body.

1954 DODGE 7-ton tipper, chassis-cab and tipping gear only, R6 engine.

1951 MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.

1950 LEYLAND Comet, normal control, short wheelbase, 10-ft. 9-in. by 2-ft. 6-in. timber drop side.

1953 BEDFORD 5-ton, P6, 13-ft. 6-in. by 7-ft. 6-in. by 2-ft. timber drop side.

1958 BEDFORD 7-ton, G.M.C. engine, 14-ft. by 4-ft. steel fixed side.

1948 SEDDON 6-ton, P6, 11-ft. 6-in. by 4-ft. timber drop side.

1953 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. 6-in. alloy drop side.

1955 DODGE 6-ton, P6, 14-ft. by 1-ft. 9-in. timber drop side.

1954 A.E.C. 8-wheeler tipper, 21-ft. 6-in. by 4-ft. steel fixed side.

1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. timber drop side.

1953 SEDDON 4-ton, P4, 10-ft. timber drop side.

1955 LEYLAND Comet normal-control medium wheelbase, 13-ft. 4-in. by 4-ft. timber fixed side.

1956 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. 9-in. timber drop side.

1955 AUSTIN 5-ton, 12-ft. by 2-ft. timber drop side.

1957 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop side.

1958 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 2-ft. timber drop side.

1954 LEYLAND Comet, normal control, medium wheelbase, 14-ft. by 3-ft. 6-in. timber drop side.

1955 DODGE 7-ton, 14-ft. by 3-ft. 6-in. alloy double drop side.

PLATFORMS.

1957 AUSTIN 5-ton, diesel, 14-ft. 3-in. timber platform bodies; choice of two.

1957 COMMERCIAL TS3, 19-ft. timber drop-side body.

1957 BEDFORD 7-ton, Leyland engine, 18-ft. timber flat.

1956 BEDFORD 7-ton, R6 engine, 16-ft. timber flat.

1956 ALBION Chieftain, 15-ft. 6-in. alloy flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop-sided body.

1948 MAUDSLAY 7-ton, 17-ft. 6-in. timber flat.

1948 MAUDSLAY twin steer, 20-ft. timber flat, choice of two.

1954 SENTINEL 7-ton, 17-ft. 9-in. timber flat.

1950 SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.

1953 LEYLAND Comet, normal control, medium wheelbase, 16-ft. 6-in. timber flat.

1946 FORDEN 7-ton, 17-ft. 10-in. timber drop side.

1950 MAUDSLAY Mogul, A.E.C. 7.7 engine, 20-ft. timber flat.

1957 LEYLAND Comet, forward control, long wheelbase, 19-ft. timber flat.

1954 ALBION Chieftain, 16-ft. 6-in. alloy flat.

1946 BEDFORD 5-ton, petrol, 14-ft. timber flat.

1952 DENNIS 20-ft. 9-in. timber flat.

VANS.

1955 BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body.

TO BE SEEN AT MACAULAY STREET, GRIMSBY:—

1954 ALBION Chieftain, 16-ft. alloy flat platform

1957 BEDFORD 7-ton truck.

1951 DODGE, drop side (petrol).

FORD

Used Goods Vehicles (contd.)

CENTRAL GARAGE (BATHGATE), LTD.

OFFER THE FOLLOWING
NEW VEHICLES FOR
IMMEDIATE DELIVERY.

- NEW B.M.C. 7-ton diesel, 18-ft. platform.
NEW B.M.C. 7-ton diesel, 14-ft. tipper.
NEW LEYLAND Octopus 8-wheeler.
NEW LEYLAND Beaver tractor unit
NEW ALBION Reiver 6-wheeler, double drive.
NEW ALBION Chieftain 4-wheeler.

USED VEHICLES FOR SALE.

- 1958 A.E.C. 8-wheeler, 24-ft. platform.
1958 LEYLAND Comet, 20-ft. platform.
1957 E.R.F. 4.4G, 20-ft. platform.
1956 LEYLAND Comet, normal control, 18½-ft. platform.
1956 E.R.F. 4.4G, 20-ft. platform.
1955 A.E.C. Mercury, 20-ft. platform.
1955 AUSTIN 5-ton short-wheelbase petrol tipper.
1955 FORD 5-ton P6 diesel tipper.
1955 BEDFORD 5-ton tractor unit and 20-ft. Scammell trailer.
1952 BEDFORD 7-ton tractor, 17-ft. platform.
1952 A.E.C. Monarch 20-ft. platform.
1949 E.R.F. 4-wheeler, 5-cylinder Gardner, 18-ft. platform.
1944 E.R.F. 4-wheeler, 5-cylinder Gardner, 18-ft. platform.

ALL THE ABOVE VEHICLES ARE IN CLEAN CONDITION, AND MAY BE SEEN ANY TIME INCLUDING SATURDAYS AND SUNDAYS.

H.P. TERMS ARRANGED.

GEORGE PLACE,

BATHGATE, WEST LOTHIAN.

Phone, Bathgate 2481.

HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (four lines).

VANS.

- 1959 FORD 12-seater, small mileage, heater.
1958 FORD 15-cwt. van, mileage 16,000.
1956 September, BEDFORD 12-cwt. van, with Martin Walter high-top conversion.
1956 BEDFORD Utilabake, 12-seater.
1955 AUSTIN 10-cwt. gown van, in excellent order.
1955 COMMER Superpoise gown van, in tip-top condition.
1955 BEDFORD 10-12-cwt. van, excellent order, choice of two.
1954 MORRIS 10-cwt. J-type boxvan, excellent mechanical order, repainted dark blue.
1952 BEDFORD P6 Luton, doors and tailboard, unladen weight 3 tons 4 cwt., 1,400 cu. ft.
1953 AUSTIN 10-cwt. van, 2-tone green.
AUSTIN, For, Rootes Group.

AVAILABLE for immediate delivery. Ford 15-cwt. van, Ford 12-seater personnel carrier, Trader 5-ton long-wheelbase, 6D chassis and cab.
COMPREHENSIVE stock always held.

PRICE'S (EARL SHILTON), LTD.

MAIN DISTRIBUTORS FOR ATKINSON VEHICLES AND YORK TRAILERS.

- 1959-1958 Registered ATKINSON 8-wheeler, 24-ft. treble-drop-side body, fibre-glass cab, 40 x 8 tyres, 6LW Gardner engine, chassis black, cab and body painted red; choice of four.
NEW FORD Trader 7-ton Edbro drop-side tipper, 8.25 x 20 12-ply tyres, ex stock.
NEW FORD Trader prime mover, Eaton 2-speed axle, Scammell automatic coupling complete with new 26-ft. York trailer, 9.00 x 20 12-ply tyres, ex stock.
NEW COMMER TS3 10-ton tractor unit, overdrive box, air brakes, Scammell coupling, ex stock.
NEW COMMER TS3 5-speed box, 9.00 x 20 tyres, air brakes with York third-axle conversion, available shortly.
NEW AUSTIN 1-ton van, diesel engine, in grey primer with passenger seat and heater, ex stock.
NEW COMMER 15-cwt. van, in grey primer, petrol engine, passenger seat, spare wheel, ex stock.
1959 B.M.C. tractor unit, Scammell coupling, unused six months, repossessed by finance company, £900.
1959 STANDARD Atlas van, blue, one owner, £325.
1955 MORRIS hexobox, heater, radio, one titled owner, £550.
MORRIS 4 x 4 breakdown truck, reconditioned engine, power winch, well shod, £150.

DEALERS FOR AUSTIN, FORD, COMMER.

KARRIER, B.M.C. AND LAND ROVER.

PRICE'S (EARL SHILTON), LTD.

NEW STREET, EARL SHILTON, LEICESTER.

Phone, Earl Shilton 3321-2-3

860-410

Used Goods Vehicles (contd.)

ROOTES, LTD.

OFFER FOR SALE.

CANTERBURY.

THE PAVILION.
PHONE 3232.

- 1951 FORDSON 2-3-ton van, £85.
1955 AUSTIN 1-ton van, painted cream and green, £225.
1957 AUSTIN 15-cwt. caravan, moderate mileage, £325.

BIRMINGHAM, 10.
COVENTRY ROAD.
VIC 4388.

- 1955 COMMER 7-ton TS3 drop-sider, 18-ft. body recently repainted, ideal long-distance vehicle, £620.
1958 FORD 10-ton tractor, 6D diesel engine, S.A.E. fifth-wheel coupling, £860.
1954 LEYLAND Comet long-wheelbase tipper, recently fitted with new chassis and Pilot tipping gear, £760.
1956 B.M.C. diesel drop-sider, 7-ton, ex-C licence operator, 2-speed rear axle, £600.
COMMER ED van, choice of two from £300.
1957 MORRIS Minibus, green, £355.

ROCHESTER

HIGH STREET.
CHATHAM 42231.

- 1957 COMMER express delivery van, grey, one owner, good condition, £295.
1958 COMMER ED van, one owner, blue, very good condition, £320.
1959 COMMER express delivery van, one owner, antelope, wing mirrors, average condition, £189.
1957 BEDFORD 10-12-cwt. van, one owner, beige, good running order, £325.
1955 COMMER 25-cwt. van, cream, mechanically sound, £225.
1957 COMMER 30-cwt. van, one owner, red, good condition, £385.

MANCHESTER

OLYMPIA, CHESTER ROAD.
BLA 6677.

- 1953, October, BEDFORD 3-ton coach-built container van, roller-shutting rear and side, very good tyres exceptional condition, low mileage, C licence user, £325.
1950, July, COMMER 5-ton tipper, Pilot gear and body, good tyres, good condition, C licence user, £150.
1955, January, FORD 5-ton diesel engine platform lorry, 20 ft. 6 in., Baico extension, good tyres, rope stretchers, exceptional condition, small mileage, C licence user, ideal for bulky loads or tubes, cheap, £375.
1949, November, FORD 3-ton insulated container van, good tyres, reliable vehicle, cheap, £100.
1954, May, MORRIS J-type coach-built Luton van, rear doors and pail, 7 ft. headroom, good tyres, very good condition, suitable furniture or market trade, £175.
1954, December, AUSTIN 1-ton van, excellent condition, painted 2-tone blue, very good tyres, small mileage, outstanding van, £295.
1957, June, MORRIS 12-seater Minibus, good condition, painted blue, £375.
1949, September, SEDDON 6-ton diesel chassis-cab, fitted with platform lorry, high-loading board and rear board, painted red, very good condition, £175.

860-425

MORTON'S GARAGE, LTD.

BINLEY ROAD,
COVENTRY.
Phone 53351.

THE COMMER PEOPLE.

OFFER FOR IMMEDIATE DELIVERY:—

- NEW COMMER 10-ton tractor units, diesel.
NEW COMMER 10-ton 6-wheel tippers, diesel.
NEW COMMER 7-ton short-wheelbase tippers, diesel.
NEW COMMER 7-ton 18-ft. drop-siders, diesel.
NEW COMMER 4-ton vans, petrol or diesel.
PAINTING and lettering to your specification.

- 1959 COMMER Cob van, powder blue.
1958 LAND ROVER, 88-in. wheelbase, diesel.
1956 COMMER 8-cwt. delivery van, petrol.
1954 AUSTIN A40 van.

PART-EXCHANGES, INSURANCE.

CREDIT FACILITIES.

24-HOUR BREAKDOWN SERVICE. zzz-960

BLOX SERVICES, LTD.

LONDON ROAD, MORDEN, SURREY.
Pone. Mit 4533.

- AUSTIN 1953 2-ton Luton van, £145.
AUSTIN 1958 Omnivan (low mileage), £450.
AUSTIN 1956 Omnivan, £315.
AUSTIN 1955 A40 van, £125.
BEDFORD 1958 Workabus, £425.
THAMES 1955 3-ton 4D long-wheelbase truck, £325.
MORRIS 1949 1-ton van (P.V.), £65.
ALL these vehicles are available for inspection.

860-8710

Used Goods Vehicles (contd.)

DUROSE GARAGE,

A.E.C. AUTHORIZED DEALERS,
DODGE AND TROJAN DISTRIBUTORS.

- 1958 7-ton BEDFORD tipper, long-wheelbase alloy body, high-sided, Bedford engine.
1956 SENTINEL 6-wheel tipper, A.E.C. engine.
1950 Brown box, 19-ft. high-sided alloy body.
1957 THORNYCROFT Sturdy, special fly.
1948 LEYLAND Comet long-wheelbase double drop-side, Eaton 2-speed.
1957 SEDDON, P6, platform lorry.
1957 ALBION Chieftain, drop-side.
1954 THORNYCROFT Sturdy special, CR6 engine, 20-ft. platform, 9.00 x 20 tyres.
1954 THORNYCROFT Trident long-wheelbase platform lorry.
1955 COMMER TS3 7-ton tipper.
1955 SEDDON 5L drop-sided, 9.00 x 20 tyres, condition as new.
1955 BEDFORD tractor unit.
1955 BEDFORD tractor unit with Scammell coupling, Albion engine and gearbox, with 23-ft. insulated container.
1956 BEDFORD 7-ton drop-side, choice of three.
1954 BEDFORD 7-ton tipper, choice of two.
1954 LATE 1956 long-wheelbase DODGE.
NEW A.E.C.s, long-wheelbase Mercurys, immediate delivery.
1955 LEYLAND Comet tractor unit.
1951 ATKINSON 6-wheeler long-wheelbase flat.
1951 BEDFORD tractor unit.

LIVERPOOL ROAD,

NEWCASTLE, STAFFS.
Phone, Newcastle 52251-2.
On the A34 road.

860-319

CENTRAL GARAGE,

AUTHORIZED
LEYLAND, ALBION DEALER,
BARNLEY ROAD, SOUTH ELMSALL,
NEAR POTTERFRACT.
Phone, South Elmsall 2767-8.

- 1951 BEDFORD platform, petrol.
1952 BEDFORD platform, petrol.
COMMER TS3, 1957, with 22-ft. platform body and Boys rear axles.
DENNIS Centaur, 1955, 18-ft. platform body, 2-speed axle.
LEYLAND Beaver, 1955, 600 engine, air brakes, drop-side body and Crane 4-wheeler trailer.
DODGE 1955 7-ton tipper, R6 engine, very clean.
ALBION Chieftains, 1954, 16-ft. 6-in. platform bodies.
FORD 4D 1955 5-ton with drop-side body.
LEYLAND Steer, 1951, 600 engine, platform body.
BEDFORD 5-ton, 1956, drop-sided body, petrol.
BEDFORD 7-ton, 1954, R6 engine, drop-sided body.
BEDFORD 5-ton 1956 tipper, petrol engine.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,

SOUTH ELMSALL.

860-189

MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

- NEW DODGE forward-control 6-ton diesel tipper (Model 3123P).
NEW AUSTIN Gypsy (diesel).
NEW STANDARD 6-cwt. van, list price.
1958 Thames Trader 7-ton long-wheelbase truck (2-speed axle), £850.
1958 Thames 10-12-cwt. van, £375.
1958 Thames 5-cwt. van with heater, £285.
1957 DODGE 6-ton diesel tipper (Model 103AMP), alloy body, £750.
1957 Thames Trader 5-ton 6D tipper, £775.
1956 BEDFORD 10-12-cwt. van, £275.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £665.
1955 STANDARD Vanguard diesel van with overdrive, £425.
1952 Thames 5-ton tippers (diesel), £190.
MAYDAY RD., Thornton Heath, Croydon
Heath 3473.

860-265

FRANK G. GATES, LTD.

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

- 1957 Thames 5-ton flat-platform 6-cylinder drop-side, £625.
1956 FORD 10-cwt. van, £150.
1955 COMMER TS3 artic. with 24-ft. trailer or 25 ty. ea, exceptionally nice condition, S.A.E. coupling, £734.
DECEMBER, 1954, COMMER TS3 7-ton truck, £400.
1955 COMMER TS3 artic. unit, 24-ft. trailer, £700.

860-495

Used Goods

VAUXHALL

CHIPP
Chippin

YORK trailer—
tandem axle
TRADE for: G
and Cornwall

SPECIAL "A"
ALBION, 1950,
24-ft. platform
special "A" licen

SEDON, 1958,
S Gardner 4LW
gale, Eaton 2-sps
over all round, 3
aspirin as a Spo

BEDFORD, 7
single-speed ax
chassis and
BEDFORD, 3
B diesel chassis
BEDFORD, 12
2-speed axle,
complete w
railer, delivery 1
BEDFORD, 12
complete w
12 ton, 26-ft
in. in width, o
medium gear, etc.
YORK, 26 ft. 1
with headbo
YORK Freight
Y 4-ft. 6-in. ins
100 x 20 14-ply
B 50W.

SCAMMELL, 1
DYSON 15-20
well, S.A.E.
LEYLAND Oct
FODEN, new,
and tipping,
vehicle, £4,350.

BEDFORD, 19
Baico 3-ft. v
form body, Perkin
3 1/2 tyres all rou
condition through
BEDFORD, 195
£225.
Bristol, 1953,
3 1/2 tyres, 18 in
THORNYCROFT
L cattle truck
1954, 1955, 195
since new, c
£125.

MUDSLEY, M
good condition
BEDFORD, 19
side, £225.
DENNIS Storck,
4-tonner for
A platform, go
ALBION Chieft
good condition
BEDFORD, 195
side, fitted w
BEDFORD, 19
side, good co
BEDFORD, 15
platform bod
BEDFORD, 195
drop-side bod
SENTINEL, 19
J vertical in th
18-in. platform b
tyre axle and the
good condition a
BEDFORD, 19
engine, good
ATKINSON,
exceptionally
BEDFORD, 195
engine, all g
BEDFORD, 195
good condition
MORRIS, 1948
E.R.F., 1945
SEDON, S

DODGE, 1957,
wood drop-si
BEDFORD, 19
condition, £4
E.R.F., 195
tip
VINTAGE, 1955
steel cab, w
A.E.C. Me
throughout, £1,800
BULKERS.

BEDFORD, acc
equipment, c
vehicle, £2,630.

TRAIL

DODGE, 1953,
coupling, good
BEDFORD-SCA
diesel, all g
10-cwt. all g
walk-in panthe
at about 4 ft. 6
Use C-licences
A 100.

(C

long-wheelbase side
d engine.
upper, A.E.C. engine,
sided alloy body,
y, special flat.

wheelbase double drop
lorry.

y special, CR6 engine,
20 tyres.

nt long-wheelbase plat-
tpper.

9.00 x 20 tyres, one

with Scammell coupling,
box, with 23-ft. headroom.

side, choice of two.

Mercurys, immediate
tor unit.

elbase flat.

ROAD.

TAFFS.

52251-2.
road.

860-219

ARAGE.

ED
DEALER.

TH ELMSALL,
RACT.

all 2767-8.

petrol.

petrol.

ft. platform body

platform body, 2-quad
engine, air brakes, drop
trailer.

engine, very clean.

6-in. platform body

side-body.

ine, platform body.

ined body, petrol.

side, drop-sided body.

petrol engine.

EXCHANGES.

ARAGE.

GALL.

860-19

ORS, L TD.

TORS.

list price.

n long-wheelbase truck

, £375.

th heater, £285.

tipper (Model 101A) 100-261

SD tipper, £775.

van, £275.

wheelbase diesel tipper, £665.

and diesel van with over-
(diesel), £190.

ath, Croydon 860-261

ATES, L TD.

DEALERS.

ER, E.18.

3.

platform 6-cylinder 100-150.

with 24-ft. trailer in
ly nice condition, S.A.E.
TS3 7-ton truck, 600-
unit, 24-ft. trailer, 670-
860-259

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailer—full range nearly always in stock 20-ton
tandem axle up to 27 ft.

TRADE for: Gloucestershire, Wiltshire, Somerset, Devon
and Cornwall.

SPECIAL "A" LICENCE—WESTERN AREA.

ALBION, 1950, 6-wheeler, Gardner engine double-drive
24-ft. platform, modern-type cab, 6 tons, 19 cwt.
special "A" licence, expiring as a Special "A" Licence
1961.

SEDDON, 1958, Mark 15-6, maximum load 4-wheeler,
S Gardner 4LW engine, latest-type cab and radiator
grille, Eaton 2-speed axle, 20-ft. platform body, 9.00 x 20,
over all round, 3 ton; 17 cwt. 70 lb. Special A licence,
expiring as a Special "A" 1962.

NEW VEHICLES.

BEDFORD, 7 ton, 156-in. wheelbase, Comet engine,
B single-speed axle, 5-speed gearbox, 9.00 x 20 12-ply
tyres, chassis and cab, £1,567.

BEDFORD, 3 ton, normal control, 143-in. wheelbase,
B diesel, chassis only, £792.

BEDFORD, 12 ton, Comet engine, 5-speed gearbox,
2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor
unit, complete with new York 26-ft. 12-ton platform
trailer, delivery from stock, £2,650.

BEDFORD, 12 ton, Comet engine, 5-speed gearbox,
B 2-speed axle, 8.25 x 20 tyres, S.A.E. coupling tractor
unit, complete with new York Freightmaster frameless
van, 11 ton, 26-ft. long, 8-ft. 6-in. inside headroom, 7-ft.
11 in. in width, on 20 14-ply tyres, complete with
loading gear, etc., £3,535.

YORK, 26 ft. 12 ton, platform trailer, S.A.E. coupling,
with headroom, £3,000.

YORK Freightmaster frameless van, 12 ton, 26-ft. long,
8-ft. 6-in. inside headroom, 7 ft. 6 in. in width, on
20 x 20 14-ply tyres, complete with loading gear, etc.,
£3,790.

SCAMMELL, 11 ton, 26 ft., platform trailer, £670.

DYSON 15-20-ton low-loading semi-trailer, 20-ft. in
well, S.A.E. coupling, vacuum brakes, £1,575.

WELLAND Octopus, 24-0-4 .680 engine, double drive,
chassis and cab, £3,800.

MODEN, new, 4-wheeler, with air discharge equipment,
and tipping, can be used as an ordinary platform
vehicle, £4,350.

LONG WHEELBASE.

BEDFORD, 1954, 7-ton, long wheelbase, fitted with
Balco 3-ft. wheelbase extension and new 20-ft. plat-
form body, Perkins R6 Mark II engine recently fitted, 9.00
x 20 tyres all round. This vehicle is in exceptionally good
condition throughout, £800.

BEDFORD, 1957, long wheelbase, R6 engine, 7 ton,
9.00 x 20 tyres, very well cared for by one owner-
driver, £700.

BRISTOL, 1953, 8-wheeler, 24-ft. platform body, in good
condition throughout, £1,000.

THORNHURST, 1949, diesel, fitted with good
L tube truck body, £375.

BRISTOL, 1954, 5 ton, petrol, platform, one owner
since new, exceptionally good condition throughout,
£155.

MAUDSLAY, 1947, 7.7 engine, platform, exceptionally
good condition, £225.

BEDFORD, 1955, 5 ton, P6, A-type, standard drop-
side, £425.

DENNIS Stork, 1954, good condition throughout, good
fitter for local delivery, walk-in cab, £250.

ALBION Chieftain, 1954, Albion diesel, long-wheelbase
A platform, good condition, £450.

ALBION Chieftain, 1956, platform body, in exceptionally
good condition, one owner, £550.

BEDFORD, 1954, A type, 5-ton, long-wheelbase drop-
side, fitted with new Perkins P6 engine, £400.

BEDFORD, 1955, 7-ton petrol, long-wheelbase drop-
side, good condition throughout, £350.

BEDFORD, 1957, R6, Boys rigid 6-wheeler, 21-ft.
platform body, clean condition throughout, £1,250.

BEDFORD, 1957, 7-ton long-wheelbase, Comet engine,
drop-side body, £750.

SENTINEL, 1955, fitted with Gardner 5LW engine,
vertical in the cab, trailing axle 6-wheeler, all good
year ago and the complete machine is in exceptionally
good condition and performs well, £750.

BEDFORD, 1954, 7-ton long-wheelbase drop-side, R6
engine, good condition throughout, £350.

ATKINSON, 1953, 6LW double drive, platform,
exceptionally good condition, good tyres, £1,050.

BEDFORD, 1957, 7-ton long-wheelbase platform, Comet
engine, all good tyres, one owner, £750.

BEDFORD, 1951, 7-ton petrol, long-wheelbase platform,
good condition throughout, £300.

MORRIS, 1949, 6-ton long-wheelbase platform, diesel,
good condition, all good tyres, £300.

E.R.F., 1948, 4LW long-wheelbase drop-side, fair
condition, £125.

SEDDONS, several 1948-53, £75 to £175.

TIPPERS.

DODGE, 1957, diesel, 205A/P6, 7-ton normal-control
wood drop-side tipper, in excellent condition, £725.

BEDFORD, 1954, 7-ton R6 U-shaped tipper, good
condition, £500.

E.R.F., 1949, 4LW Gardner standard wood-body
tipper, very careful operator, £750.

VULCAN, 1952, 7-ton 7GF, 4LW Gardner engine, all-
steel cab, wood drop-side tipper, £350.

A.E.C. Mercury, 1956, standard wood-body tipper,
throughout, £1,800.

BULKERS.

BEDFORD, second-hand, fitted with new air-discharge
equipment, can be used as an ordinary platform
vehicle, £2,630.

TRAILERS AND ARTICULATED.

DODGE, 1953, P6 tractor unit, fitted with S.A.E.
engine, good condition, £500.

BEDFORD-SCAMMELL, 1954, 10-ton tractor unit, R6
diesel, all good tyres, complete with articulated
loading pantechon, just over 1,700-cu-ft. capacity,
walk-in tailboard, double doors, removable extra
deck at about 4 ft. 6 in., in extremely good condition
throughout, one Clitened user.

ATKINSON-TASKER, 1953, P6 Loadstar tractor unit,
£1100.

(Continued in next column)

Used Goods Vehicles (contd.)

E.R.F., 1946, Gardner 5LW, complete with new
20-ft. in-the-well 15-20-ton Dyson low-
loading trailer, S.A.E. coupling, in exceptionally good
condition throughout, tractor unit is well-known C-licence
user, £2,000.

AUSTIN, 1953, P6, Loadstar tractor unit, 21-ft. Tasker
A trailer, good condition throughout, £425.

AUSTIN, 1951, petrol, Loadstar, fitted with 21-ft.
A Tasker trailer, good condition, £350.

B.M.C., 1957, articulated, 25-ft., practically un-
used York trailer, headboard, S.A.E.
coupling, good condition throughout, £1,000.

HARRY DANDO.

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 860-170

G. S. OSROFT AND CO., LTD.

MAIN BEDFORD DEALERS.

NEW BEDFORDS FROM STOCK.

7-TON long-wheelbase 18-ft. forward-control drop-side
truck, die-ol, 2-speed axle, heavy-duty tyres.

7-TON long-wheelbase forward-control 16-ft. diesel.
2-TON normal-control tipper, Bedford 300 diesel engine,
heavy-duty tyres.

IMMEDIATE delivery of BEDFORD CA vans and com-
mercial vehicles.

1957 BEDFORD normal-control 6-ton platform truck,
excellent condition, £660.

1958 BEDFORD normal-control 6-ton platform truck,
excellent condition, £750.

1949 BEDFORD petrol 3-ton express parcel van,
£100.

1949 BEDFORD petrol 5-ton flat, £95.

1958 COMMER 8-cwt. van, excellent condition,
17,000 miles, £340.

1958 FORD Thames 15-cwt. van, 23,000 miles, one
owner, £325.

1950 BEDFORD 10-cwt. van, excellent condition,
DORNING HOUSE, Derwent St., Derby 40171.
860-65

VICTORIA MOTOR CO. (BRISTOL), LTD.

MAIN FORD DEALERS.

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

GOOD USED COMMERCIALS.

1958 Thames 15-cwt. van, £350.

1958 Thames 5-cwt. van, £315.

1957 January, two Thames 128-in. wheelbase 5-ton
4D Telehoist underfloor tippers, H.D. equip-
ment, well shod 5-cu.-yd. wooden bodies, £400 each.
7-ton SEDDON P6 platform vehicle.

1955 DENNIS Falcon diesel 33-seater coach, Gurney-
Nutting body, certificate of fitness March, 1963,
in very good order, £1,275.

1954 AUSTIN 5-ton P6 insulated meat van, £200.

1954 COMMER Karrier insulated meat van, £215.

NEW VEHICLES EX STOCK.

TWO Thames 15-cwt. vans in primer, with side loading
doors.

EDBRO Thames Trader 7-ton 6-cu.-yd. Edbro tippers,
with heavy-duty equipment, ex stock.

7-TON 160-in. wheelbase chassis-cab, and complete
truck with all extras.

5-TON 152-in. wheelbase low-frame chassis-cab.

ESCORT, grey and white.

860-74

GUARANTEED USED GOODS VEHICLES.

1957 STANDARD Vanguard estate, excellent order,
£590.

1958 AUSTIN A35 van, 22,000 miles, light grey,
£345.

1959 BEDFORD 15-cwt. van, good condition, £395.

1957 BEDFORD Workobus, good condition, £395.

1958 BEDFORD Workobus, 2-tone grey-green, clean
condition, £370.

1955 BEDFORD 5-ton diesel, blitch plates and heavy-
duty springs and tyres, mechanically good,
£450.

1959 February, FORDSON 5-ton long-wheelbase
drop-side diesel, in excellent condition, £850.

1956 November, BEDFORD 5-ton short-wheelbase
P6 tipper, in excellent condition, painted blue,
£575.

1953 September, BEDFORD 5-ton short-wheelbase
petrol tipper, reconditioned throughout, £425.

1954 BEDFORD 5-ton long-wheelbase boovan,
750 cu. ft., fitted with Perkins P6 diesel engine,
7.50 x 20 12-ply tyres, in nice order, £350.

1954 BEDFORD 4-ton van, diesel engine, in good
order throughout, £300.

1955 B.M.C. 7-ton long-wheelbase, in good condition,
£450.

SHOWROOMS OPEN:

9 A.M. TO 6 P.M. WEEKDAYS; 9 A.M. TO 1 P.M.
SATURDAYS.

CLOSED SUNDAY.

TOM BYATT (STOKE), LTD.

VICTORIA ROAD, FENTON.

Phone 48581. 860-187

Used Goods Vehicles (contd.)

BRADBURN AND WEDGE, LTD.

DISTRIBUTORS.

MORRIS, MORRIS-COMMERCIAL, M.G. RILEY,
RETAIL DEALERS WOLSELEY.

MORRIS.

1958 MORRIS 7-ton drop-side lorry, power steering,
single-speed axle.

1956 AUSTIN 5-ton Loadstar, petrol,
7-ton drop-side lorry, diesel, fitted power steer-
ing, 3-speed axle.

1954 5-ton forward-control drop-side lorry, diesel.

1954 3-ton forward-control drop-side lorry, diesel.

1954 5-ton forward-control drop-side lorry, 5.1-litre
diesel.

1953 30-cwt. normal-control drop-side lorry, petrol.

MISCELLANEOUS.

1956 FORD 30-cwt. normal-control drop-side lorry,
diesel.

1953 AUSTIN 5-ton Loadstar, petrol.

1952 DENNIS 5-ton large-capacity van.

1950 AUSTIN 3-way loader van.

1956 BEDFORD 10-cwt. van.

1954 FORD 10-cwt. van.

1959 AUSTIN A55 pick-up.

1955 AUSTIN large-capacity van.

1947 MAUDSLAY platform lorry.

1951 COMMER QX long-wheelbase drop-side lorry.

1957 FORD 4D short-wheelbase diesel tipper.

DISTRIBUTORS' allowances on part-exchanges.

TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton, Phone.
S. Wolverhampton 20456.

FULL range of MORRIS-COMMERCIAL and B.M.C.
vehicles available for immediate demonstration and
delivery. 860-97

TWO GATES GARAGES,

OXFORD ROAD.

RYTON-ON-DUNSMORE.

Phone, Toll Bar 3361.

FLATS.

1957 FORD 4D drop-side truck, reconditioned.

1954 BEDFORD diesel-type long-wheelbase drop-side
truck, reconditioned.

1949 FORD diesel platform, Boys trailing axle, re-
conditioned engine.

1954 BEDFORD artic, diesel tractor unit, S type.

VANS.

A Selection of 1950-56 FORD 5- and 10-cwt. vans.

1950 ALBION furniture van, petrol engine.

1950 FORD 10-cwt. milk float.

1954 AUSTIN A40 pick-up.

1956 STANDARD 6-cwt. pick-up.

1956 MORRIS Utilibus 12-seater. 860-138

PETERBOROUGH ENGINEERING CO., LTD.

1957 BEDFORD 300 diesel long-wheelbase drop-side
truck in good condition, £700.

1948 DENNIS Max 20 ft. drop-side body, £175.

1955 DODGE 106P6 drop-side truck, £295.

1947 SEDDON light alloy platform, £175.

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, L.T.D.

SUMMIT WORKS,
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

- 1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.
- 1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body.
- 1955 THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4 ft. sides, twin underbody gear, very good condition.
- 1957 LEYLAND Octopus, in very good condition.
- 1958 COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.
- 1954 LEYLAND Comet 90 engine, bonneted-type 19-ft. body, 2-speed axle, tidy condition.
- 1957 LEYLAND Octopus, 24-ft. 6-in. timber body, excellent condition.
- 1956 ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine; choice of four.
- 1951 LEYLAND Twin Steer, 22-ft. 6-in. timber body, 6-cylinder Leyland engine, very good condition.
- 1955 ALBION Chieftain, 17-ft. timber body, 18-in. side and tailboard, very good condition.
- 1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. body, good condition.
- 1957 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in. timber body, sound condition.
- 1956 GUY Warrior, Meadows engine, 5-speed gearbox, 2-speed rear axle, 21ft. body, good condition.
- 1956 SEDDON MKD, Perkins P6 engine, 2-speed rear axle, fitted with Luton van body, 21-ft. long, very good condition.
- 1956 SEDDON Section 48 BEDFORD 7-ton flat tippers, both petrol and oil, good condition.
- 1958 FORD Trader 7-tonner, 21-ft. body, high loading board, 60 engine, Hydovac brakes, good condition.
- 1954 ATKINSON Twin Steer, 22-ft. body, 5LW Gardner engine, good condition.
- 1955 RUTLAND Bosley cab, 17-ft. 6-in. timber body, P6 engine, excellent condition.
- 1958 FODEN 8-wheeler, 6LW Gardner engine, standard gearbox with overdrive, 24-ft. 6-in. timber body, very good condition.
- 1958 A.E.C. Mercury tractor, less fifth-wheel, choice of two, excellent condition.
- 1955 Selection of FORD tippers and flats, all 4D.
- 1955 SEDDON 5L, Perkins P6 engine, 16-ft. wooden platform body, good condition.
- 1954 AUSTIN Loadstar, P6 engine, 12-ft. 6-in. wooden platform body, good condition.
- 1954 ATKINSON 8-wheeler, 6LW Gardner engine, double drive, platform body, good condition.

PHONE OR CALL.
PART-EXCHANGES ARRANGED. 860-202

MAYFAIR GARAGE, L.T.D.

COLESHILL ROAD, FAZELEY,
NEAR TAMWORTH.
Phone, Tamworth 1396-7.

- ATKINSON 1946 6-wheeler, fitted with Gardner 6LW engine, overdrive gearbox, 21-ft. wooden platform body, cab and mechanical condition very good.
- FORD Thames 4D 1956 platform truck, fitted with 15-ft. wooden body with extended headboard, tyres and general condition very good.
- MORRIS-COMMERCIAL 1954 3-ton truck, fitted with B.M.C. 4-cylinder diesel engine and 12-ft. wooden drop-sided body, clean useful vehicle.
- CENTINEL 1954 light 6-wheeler, fitted with 19-ft. wooden tipping body with 4-ft.-high sides, tyres and general condition very good. 860-183

OVER HALL GARAGES, L.T.D.

- SELECTION BEDFORD vans.
- 1955 BEDFORD 7-ton platform lorry, petrol, one owner.
- 1951 AUSTIN diesel platform lorry.
- 1951 BEDFORD long-wheelbase tipper, petrol.
- IMMEDIATE delivery new BEDFORD 7-ton long-wheelbase.
- NEW 15-cwt. BEDFORD van.
- NEW BEDFORD Utilabake.

OVER HALL GARAGES, L.T.D.

STAINES ROAD, BEDFORD, MIDDX.
Ashford 5741. 860-244

- 1952 ALBION 8-wheel drop-side.
- 1954 ALBION Chieftain platform.
- 1956 BEDFORD 7-ton tipper.
- 1957 DODGE 7-ton tipper.
- 1954 DODGE 7-ton platform.
- 1952 E.R.F. 8-wheel platform.

HIRE-PURCHASE AND PART-EXCHANGES.

COMMERCIAL MOTORS (CLAY CROSS), L.T.D.

CLAY CROSS, DERBYS.
Phone, Clay Cross 3302—night extension. 860-241

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION.

GLASGOW, PRESTON, LANCS. 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.
COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.
EARLY DELIVERY ALL MODELS.
NEW ALBION
REIVERS, CHIEFTAINS, CLAYMORES AND FORD THAMES TRADERS.

- 1958 ALBION Clydesdale, 21-ft. 6-in. platform body, alloy sides, full-tension cab, 6-speed gearbox, 9.00 x 20 tyres as new, all in exceptional condition.
- 1958 BATES 30-cwt. diesel-powered dumper, choice of two, excellent condition.
- 1957 ALBION Clydesdale 20-ft. flat, Comet engine, 6-speed gearbox, fibreglass cab, excellent condition throughout.
- 1956 ALBION Reiver 6-wheel double drive, 21-ft. 6-in. platform body, good order throughout.
- 1956, form lorry, air brakes, good order throughout, unladen weight 5 tons, 14 cwt. 56 lb.
- 1955, July, LEYLAND Comet 90 hydraulic tipper, 10-cu.-yd. all-metal body, unladen weight 4 tons 5 cwt.
- 1953 ALBION Chieftain, body rough, unladen weight 2 tons 19 cwt. 96 lb., best offers over £380.
- 1952 VANGUARD van, new diff., good order.
- 1952 E.R.F. 5LW unit, good order throughout, including cab and 18-ft. flat, and tyres as new, unladen weight 4 tons 18 cwt. 2 q.
- 1951 FORD Thames petrol lorry, 14-ft. platform, unladen weight 2 tons 12 cwt. 28 lb.
- 1950 SEDDON P6 unit platform lorry, 5-ton fitted 2-tier sheep fold, good order, unladen weight 3 tons 4 cwt. 34 lb.
- 1949 MAUDSLAY Meritor 8-wheel double-drive chassis and cab only.
- 1949 ATKINSON 4LK unit platform lorry, good order, unladen weight under 3 tons.
- 1948 SEDDON P6 unit platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.
- 1946 LEYLAND 18 model Beaver, 18-ft. 6-in. platform body, new brakes, trailer hook and brake, vehicle completely overhauled last year, good tyres.

ENGINES.

A.E.C. 7.7 engines, from £50 each. Leyland 7.4 complete with gearboxes, from £100 each. 8.6 Leylands from £35 each. Gardner 5LW units complete with Dennis flywheel and other conversion parts, Leyland Comet engines and gearboxes.

MILLBURN MOTORS (PRESTON), L.T.D.

WALMER BRIDGE, LONGTON,
PRESTON, LANCS.
Phone, Longton, Lancs 3255-6. 860-274

MARSHALLS (CAMBRIDGE), L.T.D.

AIRPORT GARAGE.
Cambridge 56291.
OFFER THE FOLLOWING USED COMMERCIAL VEHICLES:—

- IMMEDIATE delivery of AUSTIN 150-in. wheelbase all-steel 7-cu.-yd. tipper with power steering and 9.00 x 20 tyres, £1,588 8s. 2d.
- 1957 BEDFORD 8-ton normal-control prime mover, Scammell automatic coupling gear, Bedford 300 diesel engine, £400.
- 1957 AUSTIN forward-control prime mover, Scammell automatic coupling gear, B.M.C. diesel engine, £400.
- 1958 BEDFORD Marshall Busette, grey, excellent condition, £425.
- 1955 AUSTIN 5-ton forward-control platform truck, 18-ft. alloy body, B.M.C. diesel engine, good condition throughout, £650.
- 1953 BEDFORD 7-ton forward-control platform truck, Albion diesel engine, tyres fair, mechanical condition good, £300.
- 1950 COMMER forward-control petrol platform truck, good condition, £180.
- 1951 BEDFORD 5-ton insulated meat van, new engine just fitted, good tyres, £150.
- 63 BRIDGE STREET, PETERBOROUGH.
Phone 66011.
- 1955 COMMER 15-cwt. van, green and black, good condition, £260.
- 1956 MORRIS pick-up, grey, fitted heater, £310.
- 1957 AUSTIN A50 van, grey, fitted heater and wing mirrors, good tyres, £385.
- 1958 STANDARD 10 van, blue, £310.
- AT 120 GOLDINGTON ROAD, BEDFORD.
Phone, Bedford 68386.
- 1952 BEDFORD 10-cwt. van, £95.
- 1954 AUSTIN A40 pick-up, green, fitted heater, £265.
- AUSTIN 3-way loader, excellent tyres, new clutch and radiator just fitted, £110.

MARSHALLS (CAMBRIDGE), L.T.D.

CAMBRIDGE, PETERBOROUGH, BEDFORD. 860-243

THE NIGHTINGALE ENGINEERING CO., L.T.D.

- 1951 E.R.F. twin-steer platform, good condition.
- 1954 ATKINSON 8-wheel tipper with alloy 20-cu.-yd. body, air brakes, good condition.
- 1954 SEDDON, good condition.
- 1958 DENNIS Pax flat platform, first-class condition, choice of two.
- WESTERN LANE, London, S.W.12. Battersea 2193. 860-329

Used Goods Vehicles (contd.)

W. HAROLD PERRY, L.T.D.

- STATION BRIDGE,
WEALDSTONE, MIDDLESEX.
Thames 4D 5-ton long-wheelbase truck, £400.
1958 Trader 4D 5-ton platform long-wheelbase, £775.
1956 Thames 4D 5-ton platform long-wheelbase, £625.
1958 Trader 6-cu.-yd. tipper, £825.
1952 Thames 5-ton boxvan, long-wheelbase, £295.
1954 Thames 5-ton boxvan, £450.
1955 Thames 4-ton long-wheelbase platform truck, £395.
1951 THORNYCROFT 6-ton Sturdy Star, £250.
1958 (First registered) 7-ton DENNIS Max, £250.
1958 BEDFORD O-type prime mover, £175.
1956 BEDFORD 5-cu.-yd. tipper, £445.
1956 BEDFORD Luton van, 1,250 cu. ft., £625.
1956 SEDDON Mk. VIII P6 artic. unit with trailers, £395.
1955 BEDFORD 6-ton 7-cu.-yd. tipper, £500.
1953 (First registered) BEDFORD 5-ton tipper, £350.
1950 1-2 Long-wheelbase BEDFORD trucks from £100.
1956 Thames 4D 30-cwt. van, £375.
1956 Thames 30-cwt. truck, £275.
1956 Thames long-wheelbase 5-ton truck, 4D, £330.

HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
5.30 P.M. SATURDAYS.

ANCHOR MOTORS, L.T.D.

VICTORIA ROAD,
CHESTER 22622.
ROOTES MAIN DEALERS.
EARLY DELIVERY OF ALL
COMMERCIAL MODELS.

THE FOLLOWING FOR
IMMEDIATE DELIVERY.

- NEW COMMER 7-ton diesel, 9-ft. 7-in. wheelbase chassis-cab.
- NEW COMMER 7-ton diesel, 9-ft. 7-in. wheelbase tipper complete.
- NEW COMMER Unipower diesel, chassis-cab on 9.00 x 20 tyres.
- NEW COMMER 13-ton super capacity van, petrol or diesel.
- 1957 COMMER 12-ton diesel, articulated truck.
- 1957 COMMER 2-speed axle, one owner, £975.
- 1957 COMMER 7-ton diesel tipper, timber body, very good condition, £850.
- 1954 AUSTIN 2-3-ton drop-side diesel engine truck, one owner, very clean, £360.

ANCHOR MOTORS, CHESTER.

862-474

CAPITAL MOTOR CO., L.T.D.

TOTTENHAM LANE,
HORNSEY, N.8.
Mountview 3451.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

- 1955 BEDFORD 7-ton R6 diesel platform truck, £400.
- 1955 BEDFORD 7-ton P6 diesel platform truck, £400.
- 1953 BEDFORD petrol Luton, 1,325 cu. ft., drop well, £200.
- 1937 BEDFORD petrol Luton, 900 cu. ft., running order, £45.
- 1958 FORD 5-cwt. van, blue, radio, £300.
- 1949 FORD 2-ton petrol Luton, 750 cu. ft., in running order, £75.
- 1958 BEDFORD Workabus, beige, heater, £435.
- 1957 BEDFORD Workabus, grey-black, £375.
- 1958 BEDFORD 10-12-cwt. van, Westminster green, £335.
- 1957 BEDFORD 10-12-cwt. van, red-beige, £295.
- 1957 A large range of new BEDFORDS available.

CAPITAL MOTOR CO., L.T.D.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

- NEW BEDFORD builder's truck, in primer, for immediate delivery.
- NEW BEDFORD 15-cwt. vans and conversions for immediate delivery.
- USED BEDFORD 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.
- BEDFORD-SCAMMELL 1953-54 tractor unit, petrol or diesel.
- 1958 AUSTIN 2-ton van, diesel engine, good condition, £510.
- 1958 FORD Trader tipper, 2-speed axle, in good condition, £850.
- 1956 AUSTIN forward-control 3-ton chassis-cab with box back, one owner, £325.
- A Selection of Bedford conversions, 1957-59, from £100.
- REMINGTON ST., City Rd., N.1. (Near Angel) 860-85

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL) LTD.
LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.
Phone, Bradford 681144.

EARLY DELIVERY.

- NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.
NEW A.E.C. Mandator tractor.
NEW ALBION Caledonian.
NEW ALBION Chieftain chassis and cab, fitted 900 x 20 tyres, Milshaw gear and rack stabilizer.
NEW ALBION Chieftain with 6-speed box and 900 x 20 tyres.
NEW ALBION Reiver 6-wheeler tipper chassis.
NEW ALBION Reiver, single drive.
NEW BEDFORD, 18-ft. drop-sided body.
NEW BEDFORD 12-ton tractor, Scammell coupling.
NEW BEDFORD 7-ton tipper.
NEW E.R.F. tractor.
NEW FORD Traders, 138-in. wheelbase tippers, drop-sided body, 900 x 20 tyres.
NEW FORD, fitted with Primrose 6-wheel conversion, 900 x 20 tyres.
NEW FORD, 160-in. wheelbase, 900 x 20 tyres.
NEW FORD Anthony hoist tippers, 108-in. wheelbase 900 x 20 tyres.
NEW FORD Trader 7-tonner, 900 tyres, Balco extension to take 21-ft. 6-in. body.
NEW LEYLAND Beaver tractors, fitted 5th-wheel coupling.
NEW LEYLAND Comet JR.

USED 8-WHEELERS.

- 1955 LEYLAND Octopus 600, double drive, 24-ft. flat, fitted reconditioned engine.
1950 MAUDSLAY, 6LW, double drive, 900 x 20 tyres, very good condition.
1950 ATKINSON, 6LW, double drive.
1949 FODEN, 24 ft., 40 x 8 tyre equipment.

USED TIPPERS.

- 1953 A.E.C. 9.6, 18-ft. 6-in. alloy body, Pilot gear, 30 x 8 tyre equipment, immaculate, complete with Dyson tipping trailer.
1952 ALBION HD long-wheelbase tipper.
1950 FODEN 6LW, Milshaw gear and rack stabilizer, 22-ft. 6-in. alloy body, fitted 1959, 40 x 8 tyre equipment.
1946 ATKINSON 6LW, twin-ram gear fitted, 21-ft. wood body, fixed sides, 40 x 8 tyre equipment.
1946 E.R.F. 7.7, fitted new gear and body.
1958 BEDFORD, Leyland Comet engine, Milshaw gear and 16-ft. 6-in. alloy body, 900 x 20 tyre, choice of three.
1957 LEYLAND Comet 4-wheeler, Eaton 2-speed, 17-ft. alloy body, as new.

USED ARTICULATED VEHICLES.

- 1956 SEDDON R6, Eaton 2-speed, fitted with 24-ft. Carrimore trailer, 900 x 20 Michelin tyres, complete C-licence operator.
1952 ALBION HD tractor, fitted with new 4-in-line diesel engine on 1000 x 20 (16-ply) tyres.

USED TWIN STEERS AND 6-WHEELERS.

- 1956 LEYLAND Hippo.
1956 Registered September, A.E.C. Majestic 9.6, complete with trailers, C-licence operators, date of two.
1954 A.E.C. Majestic Twin Steer.
1951 FODEN 6-wheeler, double drive.
1951 ATKINSON 6LW, double drive, in first-class condition.
1951 E.R.F. Twin Steer, 5LW.
1948 ATKINSON, fitted 5LW, double drive.
1947 ALBION Reiver, Leyland Comet engine.
1945 46 E.R.F. Twin Steer, fitted 7.7 engines, choice of three.

USED 4-WHEELERS.

- 1956 BEDFORD S type, R6 engine, long wheelbase.
1958 LEYLAND Comet, Eaton 2-speed, forward control.
1957 LEYLAND Comet, forward control, Eaton 2-speed.
1955 ALBION Chieftain, fitted with alloy body and sides, first-class condition throughout.
1954 55 SEDDONS.
1954 A.E.C. Monarch, 7.7 engine, fitted with 900 x 20 tyres, 20-ft. 6-in. bodies, C-licence operator, choice of three.
1954 THORNCROFT Sturdy, fitted with 21-ft. body.
1953 GUY, fitted 4LK.
1953 LEYLAND Comet 90 standard lorry, good mechanical condition.
1949 A.E.C. Monarch, choice of three.
CHOICE of 50 other 4-wheelers, cheap to clear.
NEW trailers in stock by Scammell, Dyson and Carrimore.
We have the following engines for immediate delivery:
6LW, 5LW, 4LW, complete, 4LK, Perkins P6 and Perkins R6, 4-, 5-speed gearboxes, all makes.
PSI Engines and A.E.C. 7.7 Back axles and gearboxes for all makes.

HIRE-PURCHASE.

NIGHT PHONE, CLECKHEATON 2461-62.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

PART-EXCHANGES.

Used Goods Vehicles (contd.)

IMMEDIATE DELIVERY.

- WE can offer from stock.
NEW 138-in. Trader tipper.
NEW 108-in. Trader tipper.
NEW 41-seater Yeoman Duple-Trader coach.
NEW 7-ton SEDDON 14-ft. 6-in. wheelbase with Leyland 350 engine.
NEW GUY Warrior 4LW engine, 10.00 by 20 tyres, suitable for 21-ft. 6-in. body.
LSO the following used vehicles:—
NEW YORK 25-ft. trailing axle semi-trailer.
1955 7-ton GUY Otter, 4LK engine, 20-ft. platform.
1957 7-ton GUY Otter, automatic lubrication, 18-ft. platform.
LEYLAND Hippo 6-wheeler, 600 engine, 22-ft. platform.
1955 BEDFORD, platform 17-ft. 6-in., R6 engine.
1953 54 BEDFORD Meadows, double-drop-side platform.
1957 MORRIS J2 van, resprayed green.
1957 7-ton double-drop-side FORD Thames.
1958 5-ton B.M.C. platform.
1957 MAUDSLAY articulated unit, 7.7 engine, 5th wheel.
1948 BEDFORD articulated unit, P6 engine, 20-ft. Scammell trailer.
1954 BEDFORD articulated, P6 engine, Scammell.
1938 FODEN 8-wheeler tipper, 6LW engine.
1959 FORD Trader tipper, 6 cu. yd.
1959 FORD Trader tipper, 6 cu. yd.
1946 ATKINSON 6-wheeler tipper, 20 cu. yd.
1957 COMMER TSJ double-drop-side tipper.
1956 7-ton DODGE, R6 engine, platform.
MANY other vehicles to choose from.

HAVE VEHICLE WILL HIRE.

In these days of credit restrictions we are prepared to hire out any of the above vehicles for periods of one week or more. Further details on request.

K.B. MOTORS (NEWCASTLE), LTD.

2-26 BENWELL LANE, NEWCASTLE UPON TYNE, 5.
Phone 35273. 860-347

WHITEHOUSE MOTORS.

- £150. 1951 AUSTIN long-wheelbase drop-side tipper, petrol, good condition.
£275. 1955 DODGE Kew, R6 engine, 18-ft. 6-in. platform, 2-2nd axle, good tyres.
£95. 1949 DODGE Kew, P6 engine, 15-ft. drop-side body, good condition.
£225. 1953 DODGE short-wheelbase drop-side tipper, 2-speed axle, petrol.
£175. 1953 AUSTIN long-wheelbase tipper, P6 engine.
£465. 1955 AUSTIN N.C. 6-cu.-yd. short-wheelbase tipper, B.M.C. diesel, repainted, very clean.
£395. 1955 BEDFORD short-wheelbase steel-bodied tipper, P6 engine.
£475. 1946 FODEN 8-wheel platform, new 6LW engine.
£175. Two Gardner 5LW engines, one reconditioned.
£375. 1955 BEDFORD A-type drop-side steel-body tipper, reconditioned petrol engine, very clean.
£375. AUSTIN 6-wheel breakdown truck, power winch.
£425. 1953 BEDFORD A-type drop-side medium-wheelbase twin ram tipper, P6 engine, new cab.
£295. 1955 AUSTIN breakdown truck, petrol engine, very clean.
£375. 1956 AUSTIN N.C. 3-way tipper, good tyres, petrol.

PART-EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

WHITEHOUSE MOTORS.

STREETS CORNER,

WALSALL WOOD.

Phone, Brownhills 3330. 860-136

THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS,

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3191.

- 1958 VOLKSWAGEN 15-cwt. van, fitted heater, colour blue, £425.
1959 BEDFORD 10-cwt. van, painted yellow, £395.
1958 Thames Trader 7-ton diesel, Boys axle, 21-ft. platform, £1,050.
1959 B.M.C. 5-ton diesel, H.D. springs, 18-ft. flat, £850.
1958 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, 2-speed axle, high sides, £850.
1958 Thames Trader diesel articulated unit, £600.
1957 October, BEDFORD Comet long-wheelbase 7-ton twin-ram tipper, Eaton 2-speed axle, high sides, £900.
1957 B.M.C. diesel articulated unit, 2-speed axle, Scammell coupling, £600.
1956 November, LEYLAND Comet 7-ton long-wheelbase twin-ram tipper with high sides, Eaton 2-speed axle, £1,000.
1954 BEDFORD 7-ton diesel drop-side, £325.
1953 DODGE 5-ton diesel flat, £300.
1953 BEDFORD 3-ton petrol van, £200.
1953 NEW Thames Traders for immediate delivery, 7-ton, 5-ton and artic chassis-cabs and tippers. 860-163

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., LTD.

OFFER FOR EARLY DELIVERY NEW E.R.F. AND DODGE TRUCKS ALL MODELS.

ALSO:—

- NEW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.
NEW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.
1953 A.E.C. 8-wheel hydraulic tipper, 9.6 engine, air brakes, 18-ft. alloy body with Carrimore tipping trailer.
1957 ALBION Reiver 6-wheeler, double-drive, new Leyland engine.
1956 ALBION 8-wheel 24-ft. flat, reconditioned engine, new tyres.
1954 ATKINSON 4LW 15-ft. hydraulic tipper.
1951 ATKINSON 8-wheel double-drive 24-ft. drop-sided truck.
1952 AUSTIN long-wheelbase 5-ton hydraulic tipper.
1956 BEDFORD 5-ton A-type long-wheelbase drop-sided truck.
1956 BEDFORD 7-ton long-wheelbase drop-sided truck.
1954 BEDFORD A-type 600 cu. ft. van, petrol engine.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
1959 B.M.C. York 6-wheel hydraulic tipper, large coal body.
1957 B.M.C. 7-ton, Balco extension, 20-ft. flat.
1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1955 DODGE R6 7-ton 15-ft. hydraulic tipper.
1955 DODGE long-wheelbase 13-ft. hydraulic tipper, P6 engine.
1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.
1947 E.R.F. hydraulic tipper, reconditioned 4LW engine, drop side.
1946 FODEN 8-wheel double-drive hydraulic tipper, reconditioned engine, new tyres.
1958 FORD 7-ton Trader, flat.
1956 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied truck, very clean.
1956 LEYLAND 8-wheel double-drive 22-ft. hydraulic tipper, very clean.
1952 LEYLAND Comet, choice of two.
1956 SEDDON long-wheelbase 15-ft. hydraulic tipper.
TILLING-STEVENS passenger chassis, fitted 1,500-cu.-ft. furniture van body, with seating for five passengers.
TRAILER, 24-ft. flat, double wheels, £275.
ALL types of bodies built in wood and alloy.
HIRE-PURCHASE, low deposits and part-exchanges.

MILE HILL GARAGE.

CHESTERFIELD ROAD NORTH,

MANSFIELD.

Phone 2314-5. 860-448

JACKSONS

FOR

MODERN SELECTED VEHICLES.

- 1959 BEDFORD J type, latest series, 5-ton diesel, 300 cu. in. long-wheelbase chassis and cabs, choice of three, will fit truck or tipping body if required.
1958 BEDFORD 7-ton long-wheelbase lorry, 300 cu. in., Eaton 2-speed, small mileage, excellent order.
1956 B.M.C. 5-ton short-wheelbase tipper, petrol, excellent condition, ex owner-driver.
1956 BEDFORD 5-ton long-wheelbase lorry, diesel, excellent condition.
1954 BEDFORD 7-ton long-wheelbase lorry, diesel engine completely overhauled, in first-class condition.
1956 B.M.C. 5-ton short-wheelbase tipper, diesel, in first-class order.
1955 FORD 4D long-wheelbase lorries, choice of three, all in very good order.
1954 BEDFORD 5-ton long-wheelbase boxvan, petrol, in very good order.
1953 BEDFORD 5-ton long-wheelbase chassis and cab, petrol, Balco extension, very good order throughout.
1955 MORRIS diesel tractor unit, excellent order including tyres.

O. T. JACKSON MOTORS, LTD.

855 NEW WOLVERHAMPTON ROAD,

LANGLEY, NEAR WOLVERHAMPTON.

Phone, Broadwell, Birmingham 2871-2-3. 860-56

- NEW 8-wheelers, choice of make, delivery from stock.
NEW A.E.C. Mercury long-wheelbase chassis and cab, immediate delivery.
NEW GUY Invincible 8-wheel, available from stock with Gardner 6LX engine and double drive.
NEW GUY Invincible 8-wheeler, available from stock.
NEW Gardner 6LW engine, single drive.
15-ton 4-in-line semi-trailer, used on light unit, would separate.
1956 FORD 4D 14-ft. drop-side truck, in excellent condition.
1956 B.M.C. 7-ton diesel long-wheelbase twin ram tipper, fitted with new Edbro 4LWX gear, 2-speed axle, power steering.
1953 FORD 4D diesel platform truck.

T. J. RICHARDSON AND SONS, LTD.

100 DUDLEY ROAD EAST, OLDBURY,

NEAR BIRMINGHAM.

Phone Broadwell 1840 and 2800. 860-160

A41

Phone 2262.

(td.)

RDSDIRE,
AN,
ES AGENTS, FOR
ROAD.
lines).

unit, fitted 20-ft. B.T.C.
n long-wheelbase drop-
2-speed axle, motor
one owner, £450.
diesel, 18-ft. platform
box recently fitted, £725.
Model 3145, R6, 18-ft.

CL 4LW, 5-speed, 18-ft.
Michelin C20s, excellent
Mary II, 18-ft. platform
alloy cab, 17-ft. 6-in.
long-wheelbase, four
cement body, £625.
es, let us have your

utter, £185.
£295.
t, ex large confectioner's
truck, £525.

long-wheelbase integral van,
ers each side and rear,
plastic roof, excellent
stock.

1/2, dove grey-fawn, £211.
pick-up trucks from £115.

s for Eastern and Eze
taken in part-exchange.

AUTOS,
DON.
IAL ROAD.

and 265,
i, grey, one owner, low
r A-type, diesel, £495.

tor unit, complete with
Scammell tractor, £350.
Gardner engine, 18-ft.
body, 2-speed axle, £795.

oise van, P6, engine
and vehicle in good con-
ne, £95.

Gardner engine, 5-speed
ble-drop-side, tyres and
choice of five, £295.
7.7 engine, 4-speed box,
choice of two, £395.

800 cu. ft. with well, in
-ft. Scammell trailer with
engine, excellent con-
winch ramp, double-duty

ter cattle float, P6 engine,
winch ramp, double-duty
cattle float, all-aluminium
one owner, £295.

in, in excellent condition,
mixes at any time.
commercial vehicles of all
our inspection invited.

UNITES.
celbase platform, 4LW,
engine, 20-ft. platform.
R6 engine, 22-ft. platform.
ident long-wheelbase plat-
R6 diesel,
long-wheelbase, P6 engine,
celbase tippers, P6 engine,
the tipper, Homalloy body,
ine tipper, Homalloy body.

ED LIST OF ALL OUR
ES.

UNITES.
FIELD.
LANCS.
262.

Used Goods Vehicles (contd.)

TRUCKS.

- 1953 FORD 3-ton long-wheelbase drop-side truck with canopy, 4-cylinder petrol, £175.
1952 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.
1951 BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.
1955 SEDDON 30-cwt. drop-side truck, diesel, good order, £295.
1954 SEDDON 6-ton long-wheelbase truck, diesel, £150.
1948 BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.
1954 BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.
1952 BEDFORD 6-ton long-wheelbase drop-side truck, diesel, 17-ft. 6-in. body, £395.

TIPPERS.

- 1953 BEDFORD 5-ton short-wheelbase tipper, petrol, £175.
1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £250.
1956 COMMER 5-ton medium-wheelbase tipper, diesel, £350.
1956 BEDFORD 5-ton short-wheelbase tipper, petrol, 6-cu.-yd. body, excellent order, £315.
1955 BEDFORD 7-ton short-wheelbase tipper, diesel, 7-cu.-yd. body, excellent order, £550.

VANS.

- 1952 BEDFORD 5-ton long-wheelbase Luton van, petrol, excellent order, £225.

CONFIDENTIAL HIRE-PURCHASE TERMS
PART-EXCHANGES WELCOMED.

GRAHAM BROTHERS (MOTORS), LTD.

COMMERCIAL SALES DEPT.,
799 CHESTER ROAD,
STRET福德, MANCHESTER.
Phone, Tra 3311 (ext. 11). 860-475

PARKER AND SON (AUTOMOBILES), LTD.

A.E.C. AND DODGE DISTRIBUTORS.

HEAD OFFICE:—
ST. MARY'S, BEDFORD.
Phone, Bedford 67741-2.

OFFER A SELECTION OF THEIR
USED STOCK.

- 1956 DODGE 146 AR6, Mk. II engines, Weston gear, 8-cu.-yd. bodies, with alloy underframe and floor, calibrated, choice of four.
1955 DODGE 144 AR6, Weston gear, with fixed side 6-cu.-yd. steel body, C-licence operator, available.
1955 DODGE 144 AR6 chassis-cab, alternative bodies available.
1949 50 DENNIS Jubilant 6-wheeled tipper, double drive, 10-cu.-yd. body could be extended.
1956 AUSTIN A40 van, unwritten, blue.
1952 DODGE 105 P6, 16-ft. double-drop-side body, C-licence operator, well tried.
1955 LAND ROVER long-wheelbase pick-up, 38,000 miles petrol.
1956 BEDFORD 10-12-cwt. van, unwritten.
1955 FORD 10-cwt. builder's truck, reconditioned engine.

BRANCHES:—

CLAPHAM, BEDFORD.
FENSTANTON AND ST. IVES, HUNTINGDON.
860-757

BRISTOL MOTOR CO., LTD.

ASHTON GATE,
BRISTOL, 3.
Phone 64013.

- 1953 AUSTIN 5-ton boxvan, petrol, 7.50 x 20 tyres.
1955 MORRIS L12 van, 30-cwt., petrol, 7.50 x 20 tyres, primer, reconditioned engine to be fitted.
1957 AUSTIN 5-ton diesel drop-side truck, Perkins P6 engine, 7.50 x 20 tyres.
1957 Thames Trader 5-ton platform truck, 6D engine, fitted 8.25 x 20 tyres and 7-ton spring equip-
ment, 1958.
1954 BEDFORD 7-ton petrol drop-side truck, painted cream and brown.

MOST MORRIS-COMMERCIAL VEHICLES.

PETROL AND DIESEL, AVAILABLE FOR EARLY
DELIVERY. 860-101

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM,
LONDON, N.15.
Phone, Stamford Hill 8009.

USED LUTONS FROM STOCK.

- 1957 FORD Thames 4D, 950 c.f. pantech-nicon, £745.
1955 AUSTIN 3-ton normal-control diesel, 1,000 c.f. Luton van.
1952 BEDFORD 14 passenger chassis, integral pantech-nicon, 1,500 cu. ft., Perkins diesel conversion, 1958.
1951 BEDFORD 14 passenger chassis, integral pantech-nicon, 1,500 c.f., Perkins diesel conversion, 1958.
MISCELLANEOUS Used Commercial.
1957 BEDFORD Workabus, red-cream, £375.
1950 DODGE 5-ton P6 diesel, platform lorry, 8.25 x 20 tyres, £315.
1958 MORRIS 13-seater Minibus, £450.

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.

Phone, Brownhills 2307, 2336 and 2392.

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

- 1956 LEYLAND Comet forward-control short-wheelbase tipper.
1955 LEYLAND Comet forward-control short-wheelbase tipper, choice of two.
1955 LEYLAND Comet normal-control tippers, fitted Pilot gear and 14-ft. 6-in. coal body; choice of two.
1956 LEYLAND Comet 6-wheel coal tippers, two normal control, one forward control.
1955 ALBION Reiver 6-wheel tipper, double drive.
1957 B.M.C. 3-ton long-wheelbase platform, diesel.
1956 B.M.C. 5-ton normal-control short-wheelbase tipper.
1955 ALBION Chieftain long-wheelbase drop-side.
1955 ALBION Claymore long-wheelbase, alloy plat-form body.
1951 VULCAN short-wheelbase tipper, P6 engine.
1945 FODEN 8-wheeler, long wheelbase, drop-side body, reconditioned 6LW.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 860-144

TILBURY'S (SOTON), LTD.

CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

- 1959 SEDDON diesel, fitted with Leyland 350 engine, 17-ft. platform body, de luxe cab, including heater, flashers, laminated cab fascia, Goodyear cross-rib nylon tyres, genuine 15,000 miles.
1955 SEDDON diesel Mk. 8R Scammell tractor unit, in good order and condition.
1954 SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner.
1954 SEDDON diesel Mk. 5-L, P6 engine, one owner, fitted with drop-side body.
1950 MORRIS diesel Saurer 5-ton drop-side body, above-average condition, one C-licence owner.
1949 MAUDSLAY 4-wheeler with 4-wheel trailer, good condition throughout.
1946 E.R.F. tractor unit, semi-trailer, one owner.

ALWAYS IN STOCK.

DIESEL AND PETROL VEHICLES

FROM £100-£300.

860-153

MOTORS AND PLANT (PETERBOROUGH), LTD.

BEDFORD, STANDARD AND CRANE TRAILERS.

- 1958 BEDFORD 15-cwt. van, recent engine over-haul.
1957 Thames diesel 5-ton tippers, choice of two, £150.
1955 BEDFORD 7-ton petrol F.C., double-drop-side 16-ft. body.
1956 BEDFORD N.C. diesel 8-ton tractor with Scammell coupling.
1939 E.R.F. 4-wheeler, almost new alloy platform, £440.
HIGH ST., Eye, near Peterborough. Phone, Eye 363 860-161

JESSUPS (STRATFORD), LTD.

125-134 HIGH STREET,
STRATFORD, E.15.
Maryland 6999.

BEDFORD MAIN DEALERS AND PERKINS

SIGNHOLDERS.

- 1957 BEDFORD heavy-duty petrol tipper, £495.
1955 BEDFORD tractor unit, diesel, £295.
1955 BEDFORD 7-ton long-wheelbase platform diesel, good condition, £350.
1955 7-ton DODGE truck, diesel, £525.

860-494

BENTLEY BROS. (SHEFFIELD), LTD.

MAIN BEDFORD DEALER,
SHEFFIELD.

- 1956 FORD 4D chassis-cab with meat-container body, £300.
1955 GUY Otter, 16-ft. body, 4LK, Eaton 2-speed, £450.
1955 GUY Otter, 18-ft. body, P6, Eaton 2-speed, £400.
1955 GUY Vixen, Meadows petrol engine, 16-ft. drop-side, £300.
1954 SEDDON diesel tipper, £360.
ALL vehicles in excellent condition. Many others to choose from, including good selection of light vans.
H.P. Facilities available.
WRITE or phone for details.
THE WICKER, Sheffield, 3. Phone 29281. 860-454

(Supplement)

Used Goods Vehicles (contd.)

WHEELERS (MOTORS), LTD.

MORRIS-COMMERCIAL DISTRIBUTORS,
YEovil, SOMERSET.

Phone, Yeovil 2561-2-3.

1959. September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle, complete with 25-ft. York double-drop-side trailer, little used and in exceptional condition.
1956 B.M.C. 7-ton drop-side truck.
1956 October, 7-ton B.M.C. Eaton 2-speed, power steering, alloy platform body.
1956 MORRIS 3-ton B.M.C. diesel forward-control drop-side truck, excellent condition.
1955 AUSTIN Loadstar all-steel tipper, P6.
1954 (Late) COMMER TS3 diesel 7-ton truck.
1954 BEDFORD 5-ton normal-control platform trucks, P6 diesel, choice of two.
1952 November, SEDDON 7-ton platform truck, P6.
1950 VULCAN 6-cu.-yd. tipper, P6.
1950 DODGE drop-side lorry, P6, 2-speed axle.
SEVERAL new MORRIS-COMMERCIAL vehicles in stock.
FAVOURABLE delivery on all models.
3,200-GAL. trailer tankers, in very good condition (choice of two).
IMMEDIATE delivery MORRIS 5-ton forward-control drop-side truck, Eaton 2-speed axle, 8.25 x 20 tyres. 860-518

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

- 1958 BEDFORD Workabus, one owner, £375.
1958 BEDFORD Dormobile 2-berth caravan, £525.
1956 BEDFORD CA van, £240.
1952 BEDFORD 5-ton tipper, £150.
1949 2-ton BEDFORD boxvan, one owner, £75.
1947 30-cwt. BEDFORD truck, £70.
1958 AUSTIN A35 van, one owner, £300.
1955 B.M.C. 3-ton long-wheelbase van, diesel, £425.
1958 3-ton Thames Trader, 4D, one owner, £625.
1955 TROJAN diesel 1-ton van, £245.

860-486

L. A. RICH FOR C COMMERCIALS.

LOW MILEAGE (EX MINISTRY), UNREGISTERED.

- DIAMOND T light heavy 6 x 6 wrecker recovery crane (1,500 miles), £925.
AUSTIN Loadstar 4 x 4 chassis and cab (2,000 miles), £485.
1955 MORRIS 6-7-ton double-drop-side Model FVF 12-5, one owner, £195.
AUSTIN 6 x 4 chassis and cab, £145.
FORDSON ET6 drop-side truck (34 by 7), £130.
BEDFORD QL 4 x 4 chassis and cab (choice of six), £120.
FORDSON IA 6 x 4 chassis and cab, £100.
BEDFORD OY fixed-side truck (choice of five), £80.
BEDFORD MW 200-gal. water tanker (choice of four), £80.

514 COLDHAMS LANE,

CHERRY HINTON, CAMBRIDGE.

Phone 87597. 860-471

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456.

- 1954 7-ton long-wheelbase DODGE platform truck, in very good condition, 5-speed gearbox, R6 engine overhauled in 1959 £495.
1955 BEDFORD CAV van, excellent condition, £230.
1956 BEDFORD CAV van, excellent condition, £250.
1957 BEDFORD long-wheelbase diesel truck, Model ASLD, complete with hoops and sheet, excellent condition throughout, one owner used on C licence only, £550.
NEW Thames Trader 2-ton Edbro tipper (3-yd.) for immediate delivery, list price. 860-522

NORMAN REEVES (MOTORS), LTD.

WINDSOR ROAD, SLOUGH, BUCKS.
Slough 22337.

OFFER the following vehicles:—

- 1953 A.E.C. Monarch, 7.7 engine, 18-ft. platform.
1954 October, SENTINEL 21-ft. 6-in. aluminium platform.
1954 SENTINEL 4-wheeler 18-ft. aluminium plat-form.
1955 SENTINEL 4-wheeler 18-ft. aluminium plat-form.
ALL one-owner vehicles 860-513 A43

Used Goods Vehicles (contd.)

ALMA GARAGES (BRISTOL), LTD.
AUTHORIZED DEALERS, OFFICIAL REPAIRERS
AND STOCKISTS FOR A.E.C., B.M.C. AND FORD
RETAIL DEALERS.

- 1959** B.M.C. 5-ton long-wheelbase platform truck, 5.1-litre diesel, 16 ft. by 7 ft., immaculate condition, £575.
1956 SEDDON diesel (P6) truck, alloy body, ready for service, £550.
1955 ALBION Chieftain, double-drop-side aluminium body, 16 ft., £710.
1954 FORD petrol boxvan, approx. 650 cu. ft., £165.
1954 FORD petrol boxvan, approx. 750 cu. ft., £250.
1952 GUY Vixen Luton van, petrol, 950 cu. ft., £250.
1952 November, LEYLAND, Comet 90 diesel, 18-ft. flat platform, very sound machine, £625.
1952 EARLY deliveries can be quoted for new A.E.C. Mercury and Mammoth Major chassis.

MITCHELL LANE.

VICTORIA STREET, BRISTOL, 1.
Phone 27063 (five lines). Sales office: 24669.
860-226

SPA GARAGE (LEEDS), LTD.,

FOR
ALBION AND LEYLAND.
MEANWOOD ROAD, LEEDS, 7.
Phone 34884.
Evenings, phone: 688516.

- 1958** BEDFORD, Comet engine, Boyes 6-wheeler extension, 21-ft., platform body.
1957 AUSTIN B.M.C. 7-ton, 900 x 20 tyres, wheelbase extension, 20-ft. panelled drop-side body.
1956 COMMERCIAL TS3, 18-ft. drop-side body.
1956 B.M.C. 5-tonner, 8.25 x 20 tyres, platform.
1953 SEDDON, P6 engine, Scammell tractor unit only.
1952 SEDDON, P6 engine, Scammell tractor unit only.
1952 DODGE, P6 engine, 2-speed rear axle, Scammell tractor unit only.
1946 FODEN, 6LW engine, 8-wheeler, 900 x 20 tyres, 24-ft. platform body.
1945 THORNYCROFT diesel, platform body.
860-203

CAR MART, LTD.

SIX MONTHS' GUARANTEE
WHERE STATED.

- 1957** BEDFORD 10-12-cwt. van, guaranteed, £325.
1956 BEDFORD 3-ton diesel drop-side truck, guaranteed, £495.
1958 FORD Escort estate car, guaranteed, £465.
1959 FORD Thames 15-cwt. van, 14,000 miles, £395.
1957 AUSTIN LDO1 1-ton, B.M.C. diesel, Luton van (reconditioned engine), £645.
1959 FORD Thames 15-cwt. 12-seater utility, 14,000 miles, £375.
1959 MORRIS J2 13-seater Minibus, 7,000 miles, guaranteed, £575.

THE CAR MART, LTD.

WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500.
860-314

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

- NEW.** Immediate delivery.
COMMER 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9,000 x 20 tyres, blinker lights.
COMMER-UNIPOWER 24-ft. 6-wheel platform truck, with 9,000 x 20 tyres, air brakes, power steering.
COMMER 15-cwt. van, petrol.
COMMER TS3 12-ton Scammell.
USED.
1956 AUSTIN Loadstar, Baico extension, 18-ft. platform.
1955 B.M.C. diesel 7-ton long-wheelbase tipper, 2-speed axle, power steering.
1954 BRISTOL 8-wheel, 24-ft. platform.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561, or Beaconsfield 1081.
860-260

E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.

- LEYLAND** Comet 1949 truck.
NEW 10-cu.-yd. steel tipper body.
DODGE 1955 106 P6 platform.
FODEN 1951 6 x 4 diesel platform.
FORD P6 5-ton 1953 platform truck.
334 340 ROMFORD RD., London, E.7. Maryland
4772-3-4.
A44 860-128

Used Goods Vehicles (contd.)

SELLERS AND BATTY (SALES), LTD.

FENGATE, PETERBOROUGH.
Phone, Peterborough 67048.

- 1954** SENTINEL light 6-wheeler, fitted Servis exchange K-type Gardner 5LW, modern coach-built cab, 22-ft. alloy flat, conversion carried out and just rebuilt 1959, immaculate machine.
1956 DODGE 146 R6 7-ton flat, fitted Perkins R6 344 H engine, good runner.
1953 DODGE 105 P6 timber platform body, clean condition.
1955 SENTINEL DV44, fitted Servis exchange, T.I. engine, gearbox and steering box, 20-ft. platform body, a genuine buy.
860-148

ELT BROS., LTD.

- 1947** BEDFORD 4-ton platform lorry, £45.
1956 AUSTIN (B.M.C.) short-wheelbase 5-ton diesel tipper, choice of several from £365.
1958 BEDFORD Utilabracke, choice of several one-owner vehicles, from £425.
1957 58 BEDFORD 10-12-cwt. CA vans, choice of several, from £225.
1952 LEYLAND Comet long-wheelbase tipper, £350.

ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS,
DEAKINS ROAD, BIRMINGHAM, 25.
Victoria 2742-3-4.
860-68

- 1957** BEDFORD R6 flat platform.
1956 BEDFORD R6 flat platform, Eaton 2-speed axle.
1953 DODGE short-wheelbase tipper, P6.
1956 DODGE long-wheelbase tipper, P6.
1955 BEDFORD long-wheelbase drop-side.
1957 B.M.C. tractor unit, Scammell coupling.
PARRS (LEICESTER), LTD.,
ABBEY LANE, LEICESTER.
Phone 61511 (seven lines).
860-69

DISPATCH MOTORS.

FORD DISTRIBUTORS,
256-278 BOROUGHS HIGH STREET, S.E.1.

- 1956** 4-ton long-wheelbase 4D truck, choice of six.
1955 25-cwt. COMMERCIAL short-wheelbase truck, choice of three.
PHONE, WATERLOO 5991.
860-327

HERWIN CANNY AND CO., LTD.

- 1960** BEDFORD long-wheelbase diesel drop-side 7-ton truck, £885.
1953 AUSTIN 25-cwt. 3-way van, £65.
1955 MORRIS 1-ton van, £215.
1955 AUSTIN 5-ton long-wheelbase diesel drop-side truck, £450.
1956 MORRIS Cowley 3-ton van, £275.
1957 AUSTIN 5-ton long-wheelbase diesel drop-side truck, £575.
1950 Thames Sussex 10-cu.-yd. tipper, P6 engine, offers.
HERWIN CANNY AND CO., LTD., Woolwich 8161.
After 7 p.m. Phone, Longfield 2524.
860-348

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

- 1958** COMMERCIAL 30-cwt. truck, £390.
1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.
1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
1955 BEDFORD 7-ton long-wheelbase petrol tipper, £250.
1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
1951 BEDFORD 2-ton boxvan, petrol, good condition, new tyres, £220.
CHOICE of several good used 10-12-cwt. vans and Utilabrackes.

PHONE 2294 OR CALL AT

68 INGS ROAD,

WAKEFIELD.

860-443

L. F. DOVE (C.V.), LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.

- 1952** AUSTIN A40 pick-up truck with canopy, overhauled, repainted, taxed, £145.
1955 BEDFORD 10-12-cwt. van, overhauled, grey primer, £195.
1953 DODGE 6-cu.-yd. tipper, overhauled, grey primer, £325.
1954 BEDFORD 5-ton diesel, long-wheelbase drop-side truck, overhauled, blue, £395.
1956 Thames 4D 5-ton diesel platform, no writing, £375.
1956 AUSTIN diesel 7-ton drop-side truck, 2-speed axle, power steering, overhauled, in primer, £625.
1958 BEDFORD 7-ton diesel drop-side truck, 2-speed axle, £775.

L. F. DOVE (C.V.), LTD.

98 LOWER ADDISCOMBE ROAD,
CROYDON, SURREY.
Addiscombe 3131.
860-394

Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,
LIVERPOOL, 20.

- Bootle 4343.
BEDFORD. BEDFORD. BEDFORD. BEDFORD.
WE HAVE SOLD ALL OUR USED PANTHECONIC AND LUTON VANS AND 'TIPPERS' ADVERTISED IN LAST WEEK'S "COMMERCIAL MOTOR," BUT WILL HAVE AVAILABLE IN THE NEAR FUTURE ONE 1956 AND ONE 1959 B.M.C. DIESEL PANTHECONIC, ONE, WITH ALLOY BODY.
WE OFFER THIS WEEK THE FOLLOWING USED VEHICLES FOR YOUR PERUSAL.

TRAILERS:—

- ONE** SCAMMELL 20-ft. 8-ton platform trailer, in first-class condition.
3-TON tipping trailer, Scammell attachment, Eaton 2-speed axle, latest-type cab, steel lined.
3-TON boxvan trailer, Scammell attachment.

A AVAILABLE second week in June:—

- TWO** 23-ft. 10-ton Scammell trailers, and one 23-ft. 10-ton Dyson trailer with Scammell attachment.

TRACTORS:—

- 1957** BEDFORD 300-cu.-in. diesel Scammell tractor unit, quality tested.
A AVAILABLE shortly:—

Similar to the above.

- 1958** ALBION Scammell tractor unit, in excellent condition.
1956 BEDFORD 10-ton Scammell tractor, 300-cu.-in. diesel, 2-speed axle, Michelin tyres.
1958

TRUCKS AND TIPPERS.

- WE have sold all our 1959 J-type 5-ton diesel chassis-cabs. We will have a further two available the first week in July, in immaculate condition and fully guaranteed.
1958 BEDFORD long-wheelbase platform truck, fitted with Leyland 350 diesel engine, in excellent condition.
1958 Bedford 300-cu.-in. diesel engine, 2-speed axle, reasonably priced.
AUSTIN Loadstar platform truck, £125.

1954 1951 SEDDON P6 diesel platform trucks, both reasonably priced.

1958 DODGE; this machine is in superlative condition, low mileage, F.C., P6, 5-speed gearbox, 2-speed axle, latest-type cab, 8.25 x 20 tyres, 3-spoke wheels, winking lights, etc., in duo red, quality tested.

1954 BEDFORD R6 platform truck, choice of two.

1952 BEDFORD petrol 5-ton short-wheelbase tipper; this tipper is far above average condition and can be thoroughly recommended, quite recently had a large amount of money spent on it.

1953 COMMERCIAL petrol Superisole short-wheelbase tipper, in very good condition.

1953 BEDFORD A-type 3-ton drop-side truck.

SELECTION of BEDFORD 10-12-cwt. vans and conversions from £50 to £500.

Phone, Bootle 4343.

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,
LIVERPOOL, 20.

THE BEDFORD PEOPLE.

860-430

BIRMINGHAM COMMERCIAL OFFER:—

- 1960** GUY Twin Steer LX.
1959 GUY 8-wheel tipper LX.
1957 ALBION Chieftain.
1956 BRISTOL 8-wheeler SA.
1952 FODEN 8-wheeler.
1956 DODGE long-wheelbase.

BIRMINGHAM COMMERCIAL MOTORS, LTD.

560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437.
860-451

CHANDLERS MOTORS, LTD.

LUTON vans and pantheconics.

- 1955** FORD 4D diesel 4-ton Luton van, £265.
1954 BEDFORD A model 3-ton van, integral cab, first-class condition, £320.
TRUCKS and units.
1957 DODGE 106 P6, 9.00 x 20 tyres, 5-speed gearbox, in excellent order, £495.
1957 58 BEDFORD 7-ton truck with 300 diesel, 900 x 20 tyres, from £495.
1956 BEDFORD 10-ton R6 Scammell unit, ex-brewery in first-class condition, choice of two, £345.
1955 BEDFORD 4-ton drop-side truck, first-class order, £335.
1955 BEDFORD 2-3-ton truck, ex-brewery with tilt, 40,000 miles, £300.
1954 BEDFORD-SCAMMELL unit, A-type, petrol, 4 cu. yd., £350.
1953 BEDFORD A-model 5-ton short-wheelbase tipper, steel body, underfloor tipping gear, £250.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Grc 2033-4.
860-369

Used Goods V

COMBE

ING

COUN

AT

MO

NEW ATKINSO

4-wheel tractor

NEW ATKINSO

4-wheel Minib

NEW MORRIS

10-in.-wheelba

NEW MORRIS

tipper, ex-stoc

NEW MORRIS

10-in.-wheelba

1959

4-wheel cab, ex-st

1957

7-8-ton 4

1957

AUSTIN

4-wheel R

1957

A.E.C.

4-wheel

1956

ALBION

platform

1956

4-wheel

1955

A.E.C. M

4-wheel

1955

B.M.C. di

1955

6-ton n

1955

ALBION

platform

1954

FODEN 3

gal. Darh

COMPLETE I

YORK T

SELF-FINANC

COMBER

engine, £1

A.E.

AUTHO

NEW FORD Tr

with 1,500-cu.-

NEW FORD 7-ton

NEW FORD 10-ton

5-ton 6D lor

1957

Thames 7

1953

November

1953

fitted with

1953

AUSTIN

1953

SEDDON

1953

SEDDON

1953

AUSTIN

1953

AUSTIN

1951

AUSTIN

1953

BEDFORD

1953

1947

immaculat

1947

ram hydr

1947

indies, tyres as new

1947

HIRE-PURCHASE

1947

CORNORON, 32

1947

1951

LEYLAND

1951

cab, £750.

1951

Some long wheelba

1951

A 10-mesh box, £370.

1951

ERNEST THORPE

1951

Sheffield. Phone

1951

T.C.

1951

MAIN

1951

1952

COMMER

1952

petrol truck

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.
(6771, 10 LINES).

COUNTY DISTRIBUTORS FOR
ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L176X (Gardner 6LX) 17-ton
8-wheel double-drive chassis-cab.
NEW ATKINSON T146X (Gardner 6LX 150 b.h.p.)
8-wheel tractor, fifth-wheel coupler.
NEW ATKINSON M645LW (Gardner 5LW) 8-10-ton
4-wheel Milshaw twin-ram tipper, 15-ft. alloy body.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 150-in.
100-in.-wheelbase 4-wheeler chassis-cab, ex-stock.
NEW MORRIS 7-ton 4-wheel 151-ft. Milshaw alloy
tipper, ex-stock.
NEW MORRIS FG model 4-ton petrol chassis-cab,
latest type cab, ex-stock.
NEW MORRIS FG model 2-ton diesel chassis-cab, latest
type cab, ex-stock.

1959 BEDFORD SST1 (Bedford diesel) 7-ton short-
wheelbase 6- and 8-cu.-yd. tipper, 2-speed axle.
1958 ATKINSON L1786 (Gardner 6LW) 17-ton
8-wheel 24-ft. platform, fibreglass body, 40 by 8.
1957 ATKINSON L1786 (Gardner 6LW) 17-ton
8-wheel Milshaw tipper, 30-cu.-yd. alloy body.
1957 (Registered) FODEN DG4-73 (Gardner 4LW)
7-8-10 4-wheel Pilot 15-ft. tipper.
1957 4-wheel platform, 8.25 by 20.
1957 A.E.C. Mercury Mk. II (7.75-litre) 8-10-ton
4-wheel 17-ft. Homalloy platform, very clean.
1957 ATKINSON M644LW (Gardner 4LW) 7-8-ton
4-wheel Milshaw tipper, 15-ft. alloy body.
1956 ALBION Reiver 6-wheel double-drive 22-ft.
platform truck, Michelin C-20.
1956 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-
wheelbase platform and tipper, choice of two.
1955 A.E.C. Mammouth Major (9.6-litre) 8-wheel 25-ft.
drop-sider, immaculate condition.
1955 B.M.C. (5.1-litre) engine) 7-ton 4-wheel 150-in.
platform, 17-ft. body, 9.00 by 20.
1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler,
20-ft. alloy platform, overtype cab.
1955 ALBION Chieftain (diesel) 4-wheel long-
wheelbase platform and tipper, choice of two.
1955 FODEN FG-65 (Gardner 6LW) 8-wheel, 3,600-
lb. Darham spirit tanker, Tecumseh lub.
1954

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

SELF-FINANCED HIRE-PURCHASE FACILITIES.

EXCHANGES.

COMBERHILL MOTORS, LTD.

860-452

A. E. C. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D Baico extension chassis, fitted
with 1,500-cu.-ft. Luton body.
NEW FORD 7-ton Trader, fitted with 9.00 x 20.
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
NEW 5-ton 6D long-wheelbase truck.

Thames 7-cwt. van, £165.

1957 November, BEDFORD long-wheelbase truck,
fitted with Perkins P6 engine, £350.
1953 AUSTIN 25-cwt. 3-way loader, £135.

1953 SEDDON artic., P6, C licence, good condition,
£265.

1953 GUY long-wheelbase, P6, £275.

1953 AUSTIN long-wheelbase truck, Perkins P6,
double-drop-sided bodies, choice of five, £200
on.

1951 AUSTIN long-wheelbase hydraulic tipper, P6
engine, £175.

1953 BEDFORD 7-ton truck, Eaton 2-speed axles,
immaculate condition, £300.

1947 FODEN 6-wheelers, double drive, fitted twin
ram hydraulic tipper, 14-cu.-yd. duralumin
body, new, choice of five, £425 each.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.
Pollards 3421. 860-412

1951 LEYLAND Octopus with brand-new late-type
cab, £750, or would part-exchange for Bedford
some long wheelbase.

ARTIC unit BEDFORD with 23-ft. trailer, synchro-
nash box, £370.

1951 ERNEST THORPE AND CO., LTD., Thurgoland, near
Sheffield. Phone, Stocksbridge 2152. 860-337

T. C. HARRISON, LTD.

MAIN FORD DEALERS.

LONDON ROAD,
SHEFFIELD.

Phone 29091.

1952 COMMER 7-ton forward-control long-wheelbase
petrol truck, £175.

1954 COMMER 7-ton long-wheelbase truck, £125.

1957 DODGE 7-ton tipper, 5-speed gearbox, £600.

1956 BEDFORD tipper, petrol, all-steel body, £220.

1959 Thames Trader 5-ton 6-cylinder diesel 138-in.-
wheelbase wooden drop-side body tipper, £975.

1950 AUSTIN 25-cwt. van, £100.

NEW Thames Trader diesel articulated chassis-cab, ex-
stock.

70 new Thames Traders, 5-ton 152-in. 6D chassis-cab,
ex-stock.

ASSOCIATED WITH

WEST RIDING MOTOR CO.,

SHEFFIELD ROAD,
ROTHERHAM.

Phone 77296. 860-431

Used Goods Vehicles (contd.)

1958 COMMER TS3 6-wheel tipper.

1951 VULCAN P6 drop-sider.

1954 COMMER express delivery van, repainted.

1951 FODEN (Gardner) 8-wheel drop-sider.

1952 BEDFORD (Comet) Scammell.

1951 THORNYCROFT Trident platform.

1955 COMMER express delivery van, rebored and
repainted.

1955 BEDFORD 7-ton diesel drop-sider, repainted.

1953 Commar (petrol) 5-ton insulated van.

1955 AUSTIN A40 van, repainted.

1957 COMMER TS3 7-ton standard tipper.

1953 LEYLAND Comet ECO2-1R platform.

1954 AUSTIN (December) 5-ton petrol tipper.

1955 MORRIS Cowley 10-cwt. van.

1950 LAND ROVER (petrol).

1947 BEDFORD 5-ton cattle truck.

NEWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD,
TRENT VALE,
STOKE-ON-TRENT.

Phone, Newcastle (Staffs) 64621-2-3. 860-447

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS AND
IMMEDIATE DELIVERY OF THE FOLLOWING:—

1954 TRADER 7-ton 6D 138-in.-wheelbase chassis-cab.

1954 TRADER 3-ton 4D 138-in.-wheelbase truck.

1954 TRADER artic. unit on 7.50 x 20 tyres.

1954 TRADER 5-ton 152-in.-wheelbase 4D truck.

1958 Thames 7-cwt. van, 2-tone, low mileage, £325.

1957 5-ton B.M.C. 6-cylinder diesel truck, 8.20 x 20
tyres, £390.

1956 3-ton FORD 4D truck, £425.

1956 4-ton FORD 4D truck with Baico extension,
£390.

1956 MORRIS 30-cwt. diesel truck, £390.

1956 FORD 4D tipper, from £275.

1956 7-ton B.M.C. diesel truck, 2-speed axle,
Michelin tyres, £600.

1948 AUSTIN 5-yd. tipper, £125.

1946 COMMER 30-cwt. truck, £55.

1941 ALBION 7-ton platform truck, 8.25 x 20 tyres,
£390.

1941 TWO FORD 10-cwt. vans, £60 each.

1941 PERCY HENDY, LTD.,

VINCENTS WALK, SOUTHAMPTON 28331.

1941 PERCY HENDY, LTD.,

THAMES HOUSE, CHANDLERS FORD 2271.

1958 BEDFORD long-wheelbase twin-ram tipping
vehicle, £285.

1957 FORD Sussex long-wheelbase forward-control.

1955 ALBION Chieftain, Homalloy body, long-wheel-
base, Type FT37CL.

1955 FORD 3-ton long-wheelbase drop-side, recondi-
tioned engine, new tyres, etc.

1955 PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.,
443 Handsworth Rd., Sheffield, 13. Woodhouse
2541. 860-209

5-30-CWT., various commercial vehicles, prices from
£50, including selection of Lutons, L. H.
Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch
Lane, N.11. Ent 8575. 860-520

GILBERT RICE, LTD.

FORD MAIN DEALERS,
HORSHAM, SUSSEX.

Phone 4331.

1956 AUSTIN A40 pick-up, good tyres all round,
repainted and in good condition, £285.

1953 BEDFORD 4-ton insulated meat van, runs
well and in good mechanical condition, body
separate from cab with corrugated alloy floor, fitted tail-
board and roller shutter, £215.

1956 BEDFORD 7-ton petrol U-shape tipper, front
end gear, Weston, body capacity 7 cu. yd.,
engine requires overhaul, £265.

1957 Thames Trader 5-ton, 152-in.-wheelbase, drop-
side, in very good condition, £335.

1954 COMMER Express Delivery van, fitted fold-
down rear seat, dark arden, good condition,
£185.

1955 BEDFORD 7-ton long-wheelbase platform truck,
body 17 ft. 4 in., engine overhauled, recorded
mileage, 76,000, 825 x 20 tyres, rears done approximately
1,000 miles only, fair condition, £355.

1957 BEDFORD 6-ton long-wheelbase tipper with
drop-side, Edbro single front-end gear, used
for one year only, recorded mileage, 64,000, engine over-
hauled nine months ago, 750 x 20 tyres average 80%
wear, £555.

1956 FORD Thames 4D, 157-in.-wheelbase drop-side
truck, just repainted arden, new battery, gen-
erator, track-rod ends, etc., and generally checked through-
out, has heavy-duty frame and 5-ton springs, 750 x 20
tyres, in good condition but body a bit off, £385.

1957 BEDFORD 5-ton long-wheelbase drop-side truck, £145.
condition, 5-ton long-wheelbase drop-side truck, £145.
860-529

(Supplement)

Used Goods Vehicles (contd.)

SPURLING MOTORS (CHISWICK), LTD.

(CHISWICK FLYOVER.)

FOR Quality Tested used vehicles.

1953 BEDFORD 25-cwt. petrol Spurling van, clean
condition, £225.

1956 BEDFORD 5-ton petrol long-wheelbase truck,
reconditioned engine, excellent condition, £475.

1958 BEDFORD CA van, one owner, first-class con-
dition, £350; choice of several.

1957 SCAMMELL 23-ft. 10-ton platform trailer
£425.

1958 BEDFORD CA mobile grocery van, 7,000
miles from new, £255.

1958 BEDFORD 7-ton 3-type petrol long-wheelbase
truck, reconditioned engine, £300.

1954

BEDFORD HOUSE.

CHISWICK HIGH ROAD,
CHISWICK, W.4

Chiswick 6741. 860-393

ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,
AIRDRIE 2881-2.

1955 ATKINSON 8-wheeler, double drive, fitted 6LW
platform.

1954 ATKINSON 4-wheeler, 20-ft. platform, fitted
SLW and auto. lubrication.

1954 LEYLAND Octopus, 600 engine, double drive
24-ft. 6-in. platform, 9.00 x 24 tyres.

1945 E.R.F., 5LW, platform.

1945 E.R.F., A.E.C., 7.7, platform. 860-408

1955 BEDFORD 10-ton diesel tractor unit, complete
with Carrimore 22-ft. drop-side trailer, 9.00 x
20 good tyres all round, £625.

1955 FORD 4D 4-ton truck, very tidy and fitted
with headboard and rack, suit hay or straw
trade, £320.

1955 FORD 4D 4-ton truck fitted Baico extension
and 19-ft. platform body, very clean, £350.

1954 DODGE 105 P6 drop-side truck, quite tidy,
£300.

1948 BEDFORD O model cattle truck, offers
required.

J. URQUHART AND SON, LTD., Butts Rd., Alton,
Hants. Alton 2838. 860-154

NEWPORT MOTOR SERVICES, East Usk Rd.,
Mon. Phone 59441.

1959 A.E.C. long-wheelbase hydraulic tipper.

SEDDON distributors for Monmouthshire. 860-59

1956 COMMER ED van, black, £275.

1955 AUSTIN A40 van, maroon, £245.

AUTO SALES AND SERVICES, LTD., Burgh Heath,
A. Surrey. Phone, Burgh Heath 2059. 860-131

HENSMANS, Brentwood 5262, offer:—

1958 Thames 15-cwt. van, cream and red, one owner,
£345.

1958 STANDARD 6-cwt. van, grey, one owner, £325.

1956 MORRIS-COMMERCIAL 3-ton truck, diesel,
£320.

1955 BEDFORD 10-12-cwt. van, sprayed in primer,
£265.

1951 Thames 3-ton short-wheelbase tipper, £130.

1957 Thames 5-cwt. van, black, one owner, good
condition, £265.

NEW vehicles from stock.

NEW Thames Trader artic. unit (primer), 7.50 x 20
tyres. 860-15

VIGO MOTORS.

1958 BEDFORD Workabus, £425.

1957 BEDFORD van, 10-12-cwt. £300.

1952 COMMER estate, £135.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051.
860-251

1957 AUSTIN 1-ton van, grey, £325.

1957 AUSTIN Omnitruck, blue, £350.

1957 BEDFORD C.A.V. 10-12-cwt., blue, £285.

H. TAYLOR AND CO., LTD. Elmbridge 0081. 860-397

SAYERS GARAGE, Brough, Westmorland. Brough 226.
860-186

DUNNS MOTORS, LTD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMER, KARRIER.

1956 FORD 4D 4-ton long-wheelbase drop-sider,
helper springs, low mileage, excellent condition,
£450.

1946 BEDFORD 3-ton van, £100. 860-416

NEW DODGE 3145, Comet-engined, York third axle,
for early delivery.

1958 A.E.C. 6-wheeler, twin steer, Mustang coal
body tipper.

1958 COMMER TS3 platform lorry, immaculate con-
dition, alloy body, unladen weight 3 ton.

1943 E.R.F. 6-wheel platform lorry.

K. AND F. (COMMERCIALS), LTD.

GUY, DODGE,
COLESHILL HOUSE,
ATHERSTONE.

Phone 2130 and 2166. 860-408

A45

Used Goods Vehicles (contd.)

WILDE AND BENNETT, L. TD.

NEW LEYLAND Comet 3R, 21-ft. platform, immediate delivery.
NEW Thames Trader 7-ton long-wheelbase drop-side lorry, 18 ft. long, 9,000 x 20 tyres, immediate delivery.
1956 B.M.C. 7-ton long-wheelbase drop-side lorry, to clear only £375.
1957 AUSTIN Loadstar 5-6-ton long-wheelbase lorry, to clear £275.
1950 FORD 4D diesel short-wheelbase tipper, only £125.
1950 VULCAN diesel 6-7-ton long-wheelbase lorry, only £295.

TERMS AND EXCHANGES.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS 2356.

£225. 1953 SEDDON-SCAMMELL tractor.
£195. 1954 BEDFORD petrol A model Scammell tractor.
£100. 1953 FORD ET6 lorry, fitted Perkins P6 engine.
£200. A good SEDDON 6-ton lorry.
£90 The two: Two OL BEDFORDS, 4-wheel drive, good runners with cab shabby.
SCAMMELL trailers, all sizes in stock.
255 WALTON LANE, Liverpool, 4. Aintree 1873.
1954 BEDFORD 7-ton platform truck.
1957 AUSTIN A50 van.
1959 Trader artic. unit, 23-ft. flat four-in-line trailer, as new.
1956 VOLKSWAGEN 15-cwt. van.
1955 BEDFORD 4-ton P6 truck.
1957 COMMER 8-cwt van.
1956 BEDFORD artic. diesel, Scammell hitch.
CAMPBELL SYMONDS AND CO., LTD. Forty Avenue, Wembley, Middx Arnold 7771.
GEORGE TWYMAN offers:—
1954 COMMER Q4 drop-side, low mileage, P6 engine, nothing to spend, ready for work, £275.
1951 VULCAN 6-ton drop-side, low mileage, P6, excellent throughout, £225.
1958 VOLKSWAGEN van, perfect throughout, 28,000 miles, £425.
1955 BEDFORD 7-ton drop-side, Leyland Comet engine, Albion gearbox, excellent throughout, £565.
1946 FORD 10-cwt. builder's truck, good condition, good tyres, £50.
REGENT GARAGE, 17 High St., Potters Bar. Phone 2139.

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night.
FLATS, vans and low-loader articulated trailer, W. H. Short, Ltd., Newthorpe, Notts. Kimberley 2391.
LATE-TYPE trucks, all descriptions, required, immediate settlement.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047.
WANTED to purchase urgently, late-model vehicles, all types, 30 cwt.-18 tons, multi- and 4-wheel flats and tippers. Also damaged vehicles suitable for rebuilding. Wilde and Bennett, Ltd., Hadfield. Phone, Glossop 2902; after hours 2356.
SECOND-HAND lorry suitable for pumping out cess-pools on caravan sites. Major Mason, The Rest, Carterton, Oxon. Carterton 356.
ALL types and makes of commercial vehicles wanted of any weight. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., London, E.3. Advance 5242.
SPECIAL A-LICENCE VEHICLES
SIX vehicles with A licences for sale. South Wales Area base, tonnage 41 14-0. Apply Box CM6011, care of "The Commercial Motor."
MAUDSLAY Steer, first-class machine, complete with special A licence, base Oxford, unladen weight 5 tons, best offer.
NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 29441.
FOR Sale, 1956 LEYLAND Octopus with Special A licence, South West Area, expires 1961, offers, Box CM6013, care of "The Commercial Motor."
WANTED to purchase Special A licences and vehicles of all types, any weight, in any part of the country.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS 2356.

WANTED, special A-licence vehicles, all areas and haulage business. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081.
1955 ALBION (Claymore) 5-ton 18-ft. 6-in. platform body new tyres, in perfect order, £475.
2372.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS 2356.

WANTED, special A-licence vehicles, all areas and haulage business. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081.
1955 ALBION (Claymore) 5-ton 18-ft. 6-in. platform body new tyres, in perfect order, £475.
2372.

Special A-licence Vehicles (contd.)

OLD-ESTABLISHED haulage firm who are willing to expand their interests are willing to purchase Special A licences or Ordinary A licences, any area, large or small or single lots. Highest prices given. Full particulars in first instance to Stuart Hall, 129 Manchester Rd., Droylsden, Manchester. 860-343

EXPANDING haulage company, anxious to purchase special A licensed vehicles only, of any weight or type in any part of the country at £150 per ton, with or without vehicles. Urgent. Box CM6010, care of "The Commercial Motor." 860-339

NEW GOODS VEHICLES

A.E.C.

A.E.C.

AUTHORIZED DEALERS.

INQUIRIES WELCOMED, OUR REPRESENTATIVES WILL BE PLEASED TO CALL AND DISCUSS MATTERS WITH YOU.

TOP ALLOWANCES ON OLD VEHICLES.

VERY ATTRACTIVE H.P. TERMS.

CENTRAL GARAGE (UPPINGHAM), L. TD.

Phone, Uppingham 3296-7-8. 860-54

ALMA GARAGES (BRISTOL), L. TD.

AUTHORIZED DEALERS, OFFICIAL REPAIRERS

AND SPARE PARTS STOCKISTS FOR A.E.C.

EARLY DELIVERY 4- AND 8-WHEELERS.

MITCHELL LANE,

VICTORIA STREET, BRISTOL, 1.

Phone 27063 (five lines). Sales Office: 24669. 860-223

COMMERCIAL VEHICLE SALES AND

REPAIRS (ESSEX), L. TD.,

AUTHORIZED DISTRIBUTORS, SPARES STOCKISTS.

OFFICIAL REPAIRERS FOR A.E.C.

CRANES CLOSE,

BASILDON, ESSEX.

Phone, Bardon 20223.

IMMEDIATE DELIVERY NEW MERCURY MARK II.

ALL WHEELBASES, ALSO MAMMOTH MAJOR

MARK V 24 OR 28 TONS. 860-242

MERCURY Mk. II 17-ft. 3-in. chassis-cab, air brakes,

1000 x 20 tyres. List price.

MERCURY Mk. I, 16-ft. 3-in. chassis only, air brakes,

900 x 20 tyres. List price.

IMMEDIATE DELIVERY—EX STOCK

ALMA GARAGES (BRISTOL), L. TD.,

103 VICTORIA STREET, BRISTOL, 1.
Phone 27063, 24669. 860-225

ALBION

ALBION AND LEYLAND

NEW COMMERCIAL AND PASSENGER VEHICLES.

AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES.

WE WELCOME YOUR INQUIRIES WHICH WILL

RECEIVE OUR PROMPT ATTENTION.

COMPREHENSIVE SPARES AND SERVICE

FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY

CATERED FOR.

MILLBURN MOTORS, L. TD.,

GLASGOW. CARLISLE. PRESTON.
Phone, Bell 0073-6. Carlisle 25422. Longton 3255. 222-808

SPARSHATTS.

EARLY DELIVERIES OF THE

NEW

5-TON CLAYMORE AND

7-TON CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS.

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for

the County of Sussex.

SPARSHATTS

BOGNOR ROAD, CHICHESTER.

Phone, Chichester 4154.

SPARSHATTS.

BELLENDA ROAD, PECKHAM, S.E.15.

New Cross 2939. 222-621

1955 ALBION (Claymore) 5-ton 18-ft. 6-in. platform

body new tyres, in perfect order, £475.

2372.

New Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL.

AUTHORIZED DEALERS.

We offer early delivery of new ALBION delivery

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392.

WARWICK MOTOR ENGINEERING CO.

L. TD.

ALBION CONCESSIONAIRES.

AUTHORIZED LEYLAND DEALERS, OFFER—

New Albion and Leyland chassis; please let us know

your requirements.

STOKE GARAGE.

COPELAND STREET, STOKE-ON-TRENT.

Phone 47507-8. 860-18

CENTRAL GARAGE, Barnsley Rd., South Elmsall

EARLY delivery of all Albion and Leyland models.

860-111

AUSTIN

THE CAR MART, L. TD.

AUSTIN COMMERCIALS.

WELSH HARP, EDGWARE ROAD, N.W.5.

HENDON 6500.

And at Euston 1212; Streatham 0054; Ealing 6600;

Hither Green 6111. 222-771

EARLY delivery of all models, 7-ton forward-control

chassis and cab and 1-ton diesel van available. F. J.

Keen and Son, Ltd. Queen's Circus, S.W.8. Macaulay

3373. 860-30

AUSTIN A152 van. Acorn 6731.

860-10

FOR immediate delivery, new AUSTIN 101 16-cwt

chassis, £319 10s., ex works. Ideal for travelling shoe

or ice cream van.

JAMES BLACK, AUSTIN Dealer, 166-122 Earle St.

Crews. Phone 2448. 860-271

C. G. NORMAN (COMMERCIAL), L. TD.

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES

SUBMITTED.

50 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1.

Victoria 2211. 222-881

CHAIN OF MIDDLESEX.

AUSTIN stockholders. Check with us for delivery re-

stock. Currently including A152 vans; A152 Om-

coach, heater, etc.; £664; 1-ton petrol van, heater, radio,

etc.; £715; 14-ton petrol chassis, heater, wipers, £375;

3-ton diesel drop-side, £957.

CHAIN GARAGE, Hanger Lane, W.5. Per 464.

222-759

AUSTIN 3-ton chassis-cab, immediate delivery, list price.

CHAMBERS ENGINEERING, Western Turville, Ayles-

bury. Stoke Mandeville 2282. 860-154

J. GIBBS, L. TD.,

AUSTIN DISTRIBUTORS AND

MAIN PARTS STOCKISTS.

ENGINEERS AND BODYBUILDERS.

Comprehensive range of Austin vehicles in stock.

LONGBRIDGE HOUSE.

BEDFORD, FELTHAM, MIDDLESEX. Feltham 6444.

222-990

ALL models, private and commercial. Prym and

Stevens, Ltd., 57 Acce Lane, S.W.2. Brixton 1155.

222-746

HOLBROOK MOTOR CO., LTD.

AUSTIN Luton vans from 1 to 7 tons, first-class spec-

ifications, competitive prices, some chassis from stock.

Hill Rise, Richmond, Surrey. Ric 4014.

860-417

MASKELLS (BRIXTON), LTD.

AUSTIN commercial vehicle distributors most models

available from stock, spare parts stockists, trade and

retail bodybuilders, coach painters, tyre distributors, 20

Brixton Rd., S.W.9. Phone, Brixton 0111. 860-461

BEDFORD

ASK your agent for details of the new Boys third year

for the new big BEDFORD 7-ton.

BEDFORD 7-ton long-wheelbase chassis-cab. Leyland

diesel engine, 8.25 x 20 tyres, £1,143.

BEDFORD 7-ton long-wheelbase chassis-cab, Bedford

diesel engine, 8.25 x 20 tyres, £1,143.

SHERWOOD'S GARAGES, LTD. Morton Rd.

Morton Rd. 860-4713

New Goods Vehicles (contd.)

FERRARIS OF CRICKLEWOOD, L. TD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

**NEW 3-ton Trader diesel chassis and cab, with wheel-
base extension suitable for 1,000-1,200-cu.-ft. Luton
body, delivery from stock.**
**NEW 4-ton 157-in. wheelbase 4D chassis and cab with
1,000-cu.-ft. body under construction, available shortly.** 860-119

HUBERT DEES, L. TD.,
MAIN FORD DEALERS,
BRIGHTON ROAD, CROYDON.
Phone, Cro 6011.

TRADER articulated unit, 6-cylinder diesel, 8.25 x 20.
**TRADER 3-ton 118-in. low-frame chassis-cab with
500-cu.-ft. box-back body.**
TRADER 5-ton 152-in. wheelbase 6D truck. 860-125

RICHARDSONS (RUGELEY), L. TD.,
WOLSELEY ROAD, RUGELEY.
Phone, Rugeley 451-2-3, 759.
Open seven days per week.

**ALL OF THE FOLLOWING ARE AVAILABLE FOR
IMMEDIATE DELIVERY FROM STOCK:—**

**TRADER 7-ton with Boys conversion, 22-ft. drop-side
body.**
**TRADER 7-ton short-wheelbase 6-yd. Edbro drop-side
tipper.**
TRADER 7-ton long-wheelbase 20-ft. drop-side truck.
TRADER 7-ton long-wheelbase 18-ft. drop-side truck.
**TRADER 138-in. 7-ton 6D diesel, fitted with twin-ram
Edbro, front-axle gear and drop-side body, delivery
from stock.**
**TRADER 5-ton 108-in. 6D diesel tipper, Edbro gear,
steel body, immediate delivery.**
EARLY delivery of all models.

**WE keep a constantly changing and comprehensive
stock of new FORD Trucks for immediate delivery
and ready for immediate use.**

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES.
UNCHANGED FOR COMMERCIAL VEHICLES.
**LARGE STOCK OF NEW AND USED TRUCKS,
TIPPERS AND VANS.** 860-156

BROOKSIDE MOTORS (CROYDON), L. TD.,
132 BRIGSTOCK ROAD,
THORNTON HEATH, SURREY.
Tho 4256.

**NEW FORD Thames 7-ton Trader for immediate
delivery. Edbro bodies.** 860-270

ALDARDS MOTORS, L. TD.,
MAIN FORD DEALERS,
43-45 ACRE LANE, BRIXTON, S.W.2.
Brixton 6431 (six lines).

**OFFER IMMEDIATE DELIVERY
OF THE NEW VEHICLES BELOW SUBJECT TO
REMAINING UNSOLD.**

THAMES 2-ton 4D van.
THAMES 3-ton 4D chassis-cab.
TRADER 4-ton 4D chassis-cab.
TRADER 5-TON 6D chassis-cab.
TRADER 5-ton 4D truck.
TRADER 7-ton 6D truck.

PLUS DAY AND NIGHT SERVICE.
WRITE, PHONE OR CALL FOR PARTICULARS. 360-399

**W. J. BROWN for the full Thames range, 5-cwt.,
Finchley Rd., Hampstead 2284.** 860-83

**NEW FORD Thames Traders for immediate delivery
from the following specification:—**
**7-TON long-wheelbase chassis-cab or truck. 7-ton tipper,
6 cu. yd. Articulated unit, power steering, 2-speed axle-
DISPATCH MOTORS, 98-120 Southwark Bridge Rd.,
S.E.1. Waterloo 4959.** zzz-758

2-TON Thames diesel van, list price.
**OKATHORPE MOTOR CO., North Circular Rd.,
Palmer's Green 1023.** 860-484

**FORD 7-ton Thames Trader, 138-in. and 160-in. wheel-
base chassis and cab, fitted with 6D direct-injection
diesel engines, heater, flashing indicators, 28-gal. fuel
tank and 9.00 x 20 tyres. Early delivery with your choice
of body.**

**MAYFAIR GARAGE (TAMWORTH), LTD., Colleshill
Rd., Fazeley, near Tamworth, Staffs. Tamworth
1396-7.** 860-184

**NEW Thames Trader chassis and cabs and tippers,
early delivery of all models. Exchanges, deferred
terms. S. McIver, Ltd., 244 Gallowgate, Glasgow, C.4.
860-464**

A48

New Goods Vehicles (contd.)

GOGGOMOBIL

**BUY your GOGGO from main distributors, London
and Midlands. New and used Goggomobils for
immediate delivery. Spares and service, Mansell and
Fisher, 93-95 Old Brompton Rd., London, S.W.7.
Knightsbridge 7705.**

GUY

**K.B. MOTORS, distributors for GUY vehicles in most
north-eastern England. Early delivery on most
models of Guy 4-, 6- and 8-wheelers. Part-exchanges
welcome. Fuel pumps and injector service for all makes.
K.B. 35273 (five lines).** zzz-745

**NORTH CHESHIRE MOTORS, LTD., Wootton.
Phone, Warrington 33271. Sales, spares and service.** zzz-973

**WIGGS AND SONS, LTD., for GUY sales, spares and
service, 179a Peckham Park Rd., S.E.15. New Cross
1241** zzz-627

**GUY Vixen, B.M.C., diesel engine, 16-ft. 3-in. platform
body, 4-wheeler, 12-ft. 6-in. wheelbase.**
PRIMROSE offers third axle for your GUY vehicle.

**ALL inquiries to Primrose Group Sales, Clitheroe Rd.,
A. Whalley, Lancs. Phone, Whalley 3315-6-7.** zzz-753

**IMMEDIATE delivery new GUY Invincible 8-wheeler
with Gardner 6LX 160 b.h.p. engine, available with
chassis and cab or with 24-ft. platform body, from stock.**
**NEW GUY Invincible 8-wheeler with Gardner 6LW
engine, single drive, available as chassis and cab or
with 24-ft. platform body, from stock.**

T. J. RICHARDSON AND SONS, L. TD.,

100 DUDLEY ROAD EAST, OLDBURY,
NEAR BIRMINGHAM.
Phone, Broadwell 1840 and 2800. 860-159

**GUY Invincible 8-wheeler, double drive, Gardner 6LX
engine, chassis-cab. Feltham 3822.** 860-129

IMMEDIATE DELIVERY.

**NEW and unregistered GUY Invincible Mk. II Gardner
6LX engine, German ZF 6-speed overdrive gearbox,
double-drive, overhead worm axle, power-assisted steering,
radio and heater, 24-ft. timber platform body, customer
unable to take delivery.**

ARNOLD AND PILE, L. TD.,

ST. VINCENT'S ROAD,
DARTFORD.
Phone 26371. 860-291

**BRAND-NEW GUY Invincible 8-wheeler with the Ley-
land 680 engine, 6-speed gearbox, air brakes, latest
model, immediate delivery from stock, offered at an attractive
price. Terms and exchanges.**
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174** 860-375

KARRIER

HAMBLINS OF RUSHDEN.

**TOP ALLOWANCES ON YOUR OLD VEHICLES
BEST HIRE-PURCHASE FACILITIES FROM
NO DEPOSIT.**

PHONE, RUSHDEN 3211.

NORTHAMPTONSHIRE. 860-146

**1960 KARRIER Bantam chassis-cab. Immediate
delivery. Contay Motor Works, Ltd., 164a
Southwark Bridge, S.E.1. Waterloo 6162-3.** 860-267

LAND ROVER

**DIESEL long-wheelbase models available at present
from stock. Terms, exchanges. Searle, Ltd., Sunbury
3014, 3867.**

**NEW LAND ROVER Series II, 88-in. wheelbase,
petrol, early delivery, £650.**

**NEW LAND ROVER Series II, 88-in. wheelbase,
diesel, early delivery, £740.**

**NEW LAND ROVER Series II, 109-in. wheelbase,
petrol, early delivery, £730.**

**NEW LAND ROVER Series II, 109-in. wheelbase,
diesel, early delivery, £820.**

**GOOD selection of used LAND ROVERS from 1954
onwards, from £300.**

**COOMBS AND SONS (GUILDFORD), LTD.,
Fortsouth Rd., Guildford, Surrey. Phone, Guild-
ford 62907.** 860-505

LEYLAND

**BOYS third axle for all Comets and Beavers. Ask your
agent.** zzz-747

J. H. SPARSHATT AND SONS

(SOUTHAMPTON), L. TD.,

THE CAUSEWAY,
REDBRIDGE, SOUTHAMPTON.
Phone, Totton 2258.

**NEW
LEYLAND**

**AND
ALBION VEHICLES.**

PART-EXCHANGES WELCOME. zzz-718

New Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES,

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

Early delivery of new Leyland Comets and Super Comets.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 860-111

MORRIS

WIRAY PARK GARAGES, LTD., Reigate 2363-4-5-6.
Distributors for East Surrey, part Sussex. 860-976

**THE CRAWLEY DOWN GARAGE, LTD., Snow Hill,
near Crawley, Sussex. Cophorne 109-110.**

**RETAIL dealers for MORRIS-COMMERCIAL, here
in stock:—**

**NEW MORRIS 7-ton forward-control long-wheelbase
drop-side diesel truck.**

**NEW MORRIS-COMMERCIAL 11-ton FG model,
petrol, chassis and cab. Immediate delivery.** 860-249

STEWART AND ARDERN, L. TD.,

LONDON DISTRIBUTORS OF

MORRIS-COMMERCIAL.

MORRIS-COMMERCIAL HOUSE,

QUEENSBURY ROAD,

NORTH CIRCULAR ROAD,

WEMBLEY, MIDDLESEX.

Alperton 2121.

AND AT

**ACTON, STAINES, HARROW, GOLDERS GREEN,
TOITENHAM, ALSTON, ILFORD, SOUTHBEND,
CATFORD, CROYDON, SUTTON.** zzz-438

5-TON diesel long-wheelbase drop-side truck.

**3-TON forward-control (FG) diesel long-wheelbase drop-
side truck.**

H after 7 p.m. phone Longheld 2524. 860-386

ARNOT'S GARAGES (DUNDEE), L. TD.,

OFFER:—

MORRIS 7-ton long-wheelbase drop-side.

**MORRIS LD5 30-cwt. diesel chassis with assembled
front end.**

MORRIS 5-ton long-wheelbase chassis-cab, diesel.

MORRIS PSV model Minibus.

MORRIS J2 van.

MORRIS J2 van with side door.

MORRIS J2 van with slam doors.

MORRIS forward-control 30-cwt. diesel chassis-cab.

**MORRIS forward-control 30-cwt. diesel chassis with
assembled front end.**

MORRIS LD5 diesel 30-cwt. van.

ARNOT'S GARAGES (DUNDEE), L. TD.,

BLINSHALL STREET, DUNDEE.

Phone 2068. 860-221

**ONE 15-cwt. MORRIS, list price. Cavendish Motor,
Cavendish Rd., N.W.6. Willenden 0046-8.** 860-511

**EAST GREENWICH GARAGE, LTD. MORRIS 4-ton
new models, 11-ton new forward-control diesel truck,
diesel drop-side truck, stock. Trafalgar Rd., Greenwich,
S.E.10. Gre 4881.** 860-423

SMART AND BATTY, L. TD.,

B.M.C.

MORRIS-COMMERCIAL.

**NEW B.M.C. MORRIS-COMMERCIAL 7-ton short-
wheelbase (120 in.) diesel tipper c.w., 9.00 x 20 tyres,
win-ram underbody gear, 9 cu. yd., double-drop-side
body (autolift), single cab heater, immediate delivery, sub-
ject to being unsold, £1,597.**

**NEW B.M.C. MORRIS-COMMERCIAL 5-ton normal-
control short-wheelbase (petrol) tipper, immediate
delivery, subject to being unsold, £974.**

UPPER SHEFFIELD ROAD,

BARNESLEY:

Phone 3032. 860-478

**PHONE Aintree 8317. We may have It. North
B.M.C. commercials. Petrol, diesel sales and service.
exchanges, low interest H.P. contract hire, fleet specialists.
Distance no object. Aintree Garage and Trading Co.
Ltd., 136 Altway, Liverpool, 10.** 861-974

SCAMMELL

HAMBLINS OF RUSHDEN.

SCAMMELL DEALERS,

RECTORY ROAD,

RUSHDEN.

Phone 3211. zzz-891

SEDDON

**THE SEDDON Mk. 14 with Boys third axle gives you
12-ton payload and 24-ft. body. Ask your agent.** zzz-718

New Goods

H

NO

**SEDDON diesel
tippers, tractor
payloads 1-12 ton
and articulated
gross vehicle weight**

WRITE CO

H

PH

COTTER AND

Boulevard, N

for Nottinghamshire

service and sales.

NORTH CHE

Phone, Warri

STANDARD 6

6731.

STANDARD 1

Accra 6731.

NEW 6-cwt. va

NEW Atlas 10-

HERWIN CAN

After 7 p.m.

USED PA

CHOICE of five

double-deckers

good condition.

Colbro, Ltd. Jaw

Phone, Rothwell

A.E.C. 1949

select

body, certificate a

good condition.

MAYFAIR GA

Rd., Fazeley

1967.

W. I

WEA

1952 A.E.C.

certifica

I

OPEN UNTIL

5.3

1949 A.E.C.

interior

1961, £285.

M. Longborough

1955 A.E.C.

the bes

51 years, A

1951 A.E.C.

certifica

WHALEBONE

Chadwell

A.E.C. 1950

BAYLIS, Timb

Surrey, Herts

1959 AUSTIN

light and amber li

interior cream and

LUXCOACHES

D

256-278 BO

1953 BEDFC

coach,

Bedford cord seat

P

1954 BEDFC

certifica

RENTONS CO

wood, Oldham

New Goods Vehicles (contd.)

HALLS (FINCHLEY), LTD.
886-902 HIGH ROAD,
NORTH FINCHLEY, N.12.

SEDDON diesel vehicles. Full range new freighters, tipper, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.

HALLS (FINCHLEY), LTD.
PHONE, HILLSIDE 1044-9. zzz-877

COTTER AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-928

SENTINEL

NORTH CHESHIRE MOTORS, LTD., Wootton. Phone, Warrington 33271. Sales, spares and service. zzz-974

STANDARD

STANDARD 6-cwt. van immediate delivery. Acorn 860-307

STANDARD 10-12 Atlas van, immediate delivery. Acorn 860-306

NEW 6-cwt. van.

NEW Atlas 10-12-cwt. van.

HERWIN CANNY AND CO., LTD., Woolwich 8161. After 7 p.m. phone Longfield 2524. 860-380

New Goods Vehicles (contd.)

TROJAN

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from—
WILLIAMS MOTOR CO. (MANCHESTER), LTD., 3 Trafford St., Manchester, 3. Phone, Deansgate 8781-5 for all information. zzz-615

HAMBLINS OF LEICESTER.
498 MELTON ROAD,
LEICESTER.

ALWAYS GOOD STOCKS OF NEW TROJANS.
TOP ALLOWANCE ON YOUR OLD VEHICLES.

HAMBLINS OF LEICESTER.
498 MELTON ROAD,
LEICESTER.
Phone 61228. zzz-885

VOLKSWAGEN

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-801

EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Frenamite 7722. zzz-740

UNCLASSIFIED

THE new Boys three axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-749

New Goods Vehicles (contd.)

MAIN DODGE distributors. Church Road Motors (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone, Hadleigh 57271 (10 lines).

NEW DODGE 6-ton 11-piper, steel body, from stock.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service. 860-303

NEW—IMMEDIATE DELIVERY.

FORD 15-cwt. van, colour green.

BEDFORD 15-cwt. van. short wheelbase, colour grey.

BEDFORD 15-cwt. van. long wheelbase, extra seat, colour grey.

FORD Escort, heater, colour grey.

FORD Escort, heater, colour beige.

NOEL BELL (SALES), LTD.

PUTNEY V.A.E.

LONDON, S.W.15.

Putney 7851. 860-406

TROJAN 25-cwt. diesel, large-capacity van.

DODGE 3413AZ tractor unit, fitted with 375 Leyland engine and H.D. gearbox and HD Eaton 2-speed rear axle, air over hydraulic brakes, heater and flashers etc., complete with York 25-ft. semi-trailer, 9.00 x 20 tyre equipment all round.

DODGE 6-wheeler 3207BSZ, HD equipment.

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsword Rd., Sheffield, 13. Woodhouse 2541. 860-208

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

CHOICE of five A.E.C. Regent Mark III high-bridge double-deckers, fitted with 9.6 engines, and in very good condition, £275 each, any trial or examination. Colbro, Ltd., Jaw Bone Works, Rothwell Haigh, Leeds. Phone, Rothwell 3259. 860-3683

A.E.C. 1949 coach, fitted with 9.6 IL engine, pre-selector gearbox and 33-seater Burlingham body, certificate of fitness to 1963, very useful vehicle in good condition.

MAYFAIR GARAGE (TAMWORTH), LTD., Colehill Rd., Fazeley, near Tamworth, Staffs. Tamworth 1967. 860-185

W. HAROLD PERRY, LTD.

STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1952 A.E.C. Burlingham, Seagull 39-seater coach, certificate of fitness 1963, £2,500.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS. 860-86

1949 A.E.C. (7.7) Burlingham 33-seater, maroon interior and exterior, clean, certified December 1961, £285. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 860-21

1955 A.E.C. Reliance 41-seater super luxury Duple, the best-kept coach in England, certificate of fitness 51 years, £3,300. Margate, Thanet 23690. 860-x6339

1951 A.E.C. 39-seater Burlingham body, full front, certificate to June, 1961.

WHALEBONE MOTORS, LTD., 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 860-415

A.E.C. 1950, 9.6 engine, full front, 33 seats, £500.

BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 860-482

AUSTIN

1959 AUSTIN Kenex 11-seater P.S.V., face-forward seats, two heaters, three-way lift-up amber roof and amber light to rear dome, interior grey Vynide, exterior cream and red, certificate of fitness to 1966, £675.

LUXICOACHES, Borrowwash, Derby, 55729. 860-x6226

BEDFORD

DISPATCH MOTORS.

FORD DISTRIBUTORS.

256-278 BOROUGHS HIGH STREET, S.E.1.

1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks, Bedford cord seats, certificate of fitness 1963.

PHONE, WATERLOO 5991. 860-328

1954 BEDFORD Yeates Riviera luxury 36-seater, certificate of fitness until December, 1964, many spares and in immaculate condition, £1,700.

RENTONS COACHES, 422 Manchester Rd., Hollinwood, Oldham. Phone, Failsworth 143. 860-200

Used Passenger Vehicles (contd.)

ALF MOSELEY, LTD.

OFFER FROM STOCK.

1954 BEDFORD Duple Super Vega 36-seater, glass roof quarters, tubular racks, heaters, etc., very coach in two shades of blue, certified 1964 £1,885.

1954 BEDFORD Whitson 36-seater, attractive red interior, radio, cream and blue exterior, immaculate, certified June, 1964, only £1,585.

1953 BEDFORD Burlingham Scoull 35-seater, beautiful interior in blue, heater, radio and intercom, exterior cream-blue-brown certified March, 1963, £1,685.

1952 BEDFORD Gurney Nutting 37-seater and courier, blue interior, heater, exterior cream and blue, certified 1962, only £1,185.

1952 BEDFORD Plaxton 33-seater, nice blue interior, heater, etc., exterior two shades blue, certified 1962 only £1,285.

1952 BEDFORD Duple Vega 33-seater, red interior, exterior grey and red, choice of two, 7 ft. 6 in. and 8 ft., £1,185.

PART-EXCHANGES. KEEN H.P. TERMS.

140 KNIGHTTHORPE ROAD,

LOUGHBOROUGH.

Phone 4777-8. 860-25

1958 BEDFORD Workabus, excellent condition, £485, 10% deposit, balance three years. Chf 6780.

1954 BEDFORD Duple 36-seater, certificate of fitness 1964, condition excellent throughout, petrol engine, autumn tint interior, maroon and cream exterior, £1,900. Lamberts of Kingston, Ltd. Phone, Kingston 3171; after 7 p.m., Moseley 6949. 860-526

V. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1954 BEDFORD 36-seater Super Vega, excellent condition, one owner, certificate of fitness 1964.

1953 46 BEDFORDS, all with Duple coachwork and current certificate of fitness, choice of six, £250 to £1,500. 860-103

ONE 1952 35-seater BEDFORD, Yeates body, glass roof quarters, certificate of fitness 1963.

ONE 1950 29-seater BEDFORD, Duple body, high-back heater, Formica sides, being recertified, £1,500 the two for quick sale. Box CM5811, care of "The Commercial Motor." 860-331

1955 BEDFORD (petrol) 36-seater Duple Super Vega full-luxury coach, heater, finished in blue and cream, certificate of fitness 1965, £2,150.

TOM BYATT (STOKE), LTD.

FENTON, STOKE-ON-TRENT.

Phone, Stoke-on-Trent 48581 (six lines). 860-188

1958 BEDFORD Duple (petrol) 41-seater Super Vega full luxury coach, certificate of fitness 1965, roof lights, heaters, red-fabric interior, red and cream exterior, excellent throughout, £3,100.

LAMBERTS OF KINGSTON, LTD., 140 London Rd., Kingston Phone, Kingston 3171; after hours, Moseley 6949. 860-528

Used Passenger Vehicles (contd.)

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

1956 BEDFORD petrol 41-seater Duple Super Vega, fitted radio, heaters, red interior, mainly cream exterior with red flash, £2,350.

1955 BEDFORD petrol 38-seater Duple and Yeates Riviera, fitted radio and heater, choice of two, £2,000.

1953 BEDFORD petrol 36-seater Harrington, autumn tint interior, blue interior, cream and red exterior, radio and heaters, £1,100.

1951 BEDFORD 33-seater Plaxton, 8-ft. wide split type seating, blue interior, cream and red exterior, radio and heaters, £1,100.

ALL the above vehicles are garaged under cover on our premises. 860-432

1958 BEDFORD diesel 29-seater coach, certificate of fitness 1965. Wm. Hunter, Oakfield Garage, Loanhead, Midlothian. 860-294

1958 41-seater Duple BEDFORD.

1958 41-seater Yeates Europa BEDFORD.

1957 41-seater Duple BEDFORD.

1957 Model 41-seater Plaxton, all glass roof, Formica side casing.

ALL above in first-class mechanical condition, excellent tyres and fitted radio, heaters and wheel discs, colours all cream. Part-exchange considered and H.P. arranged.

ALPHA COACHES, 373 Ditchling Rd., Brighton 860-426

BRISTOL

BRISTOL double-deckers, 56 seats, 51W Gardner engines, all-metal bodies, low bridge, from £225.

BAYLISS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 860-481

COMMER

1950 COMMER Avenger Plaxton 33-seater, in clean condition, certified July, 1962, £685. Alf Moseley, Ltd. Loughborough 4777. 860-22

£850 Only, 1951 COMMER Avenger 33-seater luxury coach, Plaxton, 8 ft. wide, radio, heater, blue-cream, excellent condition and appearance, one careful owner. Wilde and Bennett, Ltd., Hadfield. Phone, Glossop 2902-3. After hours 2356. 860-341

CROSSLEY

1949 CROSSLEY Yeates 35-seater, green interior, heater, exterior cream and grey, certified April, 1962, £285. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777-8. 860-20

1948 58-seater CROSSLEY decker, new certificate of fitness, 7.4 Leyland diesel engine.

TIGER COACHES, Dewshill Garage, Salsburgh. Phone, Salsburgh 242. 860-411

DENNIS

1952 Model full-front Yeates 33-seater body DENNIS, Perkins Re diesel engine, 2-speed axle, a modern-style coach with high-back seats, cooler seat, heater, etc., in good condition throughout, certificate of fitness to September, 1961, £650 o.n.o. West Drayton 3681. 860-255

Used Passenger Vehicles (contd.)

FODEN

1951-52 FODEN 37-seater Whitson, full front, no division, sun roof, certificate of fitness 1961, £800 or near. Usbridge 8617. 860-458

LEYLAND

BIRDS COMMERCIAL MOTORS, L TD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4. Grams, "Quicksale."

FOUR LEYLAND low-bridge type double-deck buses, immaculate condition, current certificates of fitness. Further particulars and prices on application. 860-90

1949 LEYLAND PSI Strachan 33-seater coach, body needs slight framework repair, certified May, 1963. £200. Below.

1948 LEYLAND PSI Burlington 33-seater coach, good runner, certified June 30, 1960, £175. A. F. MOSELEY, LTD., 140 Knightbridge Road, Loughborough. Phone 4777-8. 860-23

ONE 33-seater LEYLAND TSS, 1949, Harrington body; also one 33-seater, 1951, TSS Leyland, Harrington dorsal fin, both vehicles in excellent condition. Stratham 3423. 860-133

LEYLAND full-front Harrington, dorsal fins, all licensed and certified Royal Tiger 41, PSI, 33, PS2 35 and 33, also A.E.C. 9.6 35-seater and 33 fin body only. James Garage, 109 High St., Liverpool, 15. Phone, Section Park 2345. 860-230

1951 LEYLAND PS2-3 35-passenger coach, cream interior, finished leather-trimmed moquette, radio, heater, very good tyres all round, in exceptional condition for year. 1955. 860-23

WESTONS MOTORS, LTD., Letchworth Hill Garage, Hitchin 3681. 860-316

Leyland Wanted

SINGLE-DECK LEYLAND vehicles required for stage carriage service. Royal Tigers preferred. A. C. Wismore, Ltd., Dinnington, Sheffield. 860-x6254

MAUDSLAY

1951 MAUDSLAY (7.7) Strachan full-front 37-seater luxury coach, certified June 30, 1960, 6685. Alf Moseley, Ltd. Loughborough 4777. 860-24

UNCLASSIFIED

E. J. BAKER AND CO. (DORKING), L TD.

COACH SHOWROOMS AND SERVICE STATION
FARNHAM TRADING ESTATE, FARNHAM,
SURREY.

Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m.
After 6 p.m. Farnham 4481.

WE INVITE YOU TO OUR FARNHAM COACH
SHOWROOMS TO EXAMINE OUR SELECTION OF

FIRST-CLASS USED COACHES

WHICH WE CONFIDENTLY CLAIM TO BE
THE FINEST IN THE SOUTH.

1959 BEDFORD, petrol, Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1960, £3,300.

1959 BEDFORD, petrol, Duple 41-seaters, glass roof quarters, heaters, choice of six, £3,200.

1958 BEDFORD, petrol, Duple 41-seater, red interior, grey-red exterior, Formica sides, certificate of fitness 1960, £3,000.

1958 May, BEDFORD, diesel, Burlington 41-seater, red interior, fawn-brown exterior, certificate of fitness 1960, £3,100.

1957 BEDFORD, petrol, Duple 41-seater Continental coach, every extra fitted, autumn tint interior, yellow-wood, £3,000.

1957 BEDFORD, petrol, Duple 41-seater, red interior, red-grey exterior, heaters, £2,850.

1956 BEDFORD, petrol, Burlington 41-seater, red interior, red-cream exterior, certificate of fitness 1961, £2,575.

1955 BEDFORD Yeates, 36-seater, red interior, red-cream exterior, certificate of fitness 1965, at £2,100.

1955 BEDFORD, Duple 36-seater, cream and maroon exterior, autumn interior, at £2,400.

1955 Model BEDFORD, petrol, 36-seater Duple interior, certificate of fitness 1964, at £2,400.

1954 BEDFORD Plaxton, petrol, 38-seater, glass roof quarters, tubular racks, radio, heater, red interior, cream and green exterior, very attractive, certificate of fitness 1964, at £2,250.

1954 BEDFORD, Burlington 35-seater and courier, autumn interior, blue exterior, attractive vehicle, at £1,950.

1954 BEDFORD, petrol, 36-38-seaters, red and blue interior, choice of several, at £1,950 each.

1950 DAIMLER full-front 35-seater body, red interior, certificate of fitness 1965, at £350.

1951 MAUDSLAY, A.E.C. 7.7 Gurney Nutting, 37-seater, full front, certificate of fitness 1963, two 6975 each.

1951 BEDFORD, Duple 29-seater, high-backed seating, wide bumper, at £575.

1950 DENNIS 33, full-front 33-seater body, red interior, certificate of fitness November, 1963, at £650.

1948 DAIMLER CVD, Duple 35-seater, red interior, grey-red exterior, certificate of fitness 1961, at £225.

1951 LEYLAND Royal Tiger, 41-seater, Bellhouse body, reconditioned engine by Leylands, red interior, at £1,600.

SPECIAL NOTICE TO

WEST COUNTRY AND WELSH OPERATORS

WE ARE PLEASED TO ADVISE THAT OUR ALLIED COMPANY, MESSRS. WELCH AND CO., LTD., OF BRISTOL, ARE PREPARED TO HANDLE AFTER-SALES SERVICE OF COACHES PURCHASED FROM FARNHAM WHICH WILL ENABLE YOU TO BUY FROM US WITH ADDED CONFIDENCE.

860-173

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. L TD.

LONDON'S LEADING PASSENGER AND
COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—
HIGH ROAD, PONDERS END,
ENFIELD, MIDDLESEX.

Howard 1266. PBX.

NEW BEDFORD Duple SB1 (300-cu.-in. diesel) Super Vega 41-seater coachwork, 7 ft. 6 in. wide, two heaters, walnut casing panels, red seating, immediate delivery, painted cream.

NEW BEDFORD Duple SB3 (petrol engine), Super Vega 41-seater coachwork, 8 ft. wide, glass roof quarters, two heaters, red seating, other extras fitted, immediate delivery, finished cream.

NEW BEDFORD Burlington SB1 (300-cu.-in. diesel), Seagull 41-seater coachwork, 8 ft. wide, radio, two heaters, Formica panels and other extras fitted, immediate delivery, in primer.

NEW BEDFORD Plaxton SB1 (300-cu.-in. diesel), special C-type Comstar 41-seater coachwork, 8 ft. wide, glass roof quarters, radio, two heaters and other extras fitted, finished cream and blue, delivery June 17.

NEW BEDFORD Duple SB3 (350-cu.-in. diesel), Super Vega 41-seater coachwork, 8 ft. wide, built to instructions with extras to choice; choice of two, delivery June 30.

NEW AND USED COACHES.

EX STOCK.

INQUIRIES TO LONDON DEPOT:—
25-27 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.

Phone, Victoria 6033.

A.E.C.

NEW Duple Britannia 41-seater, central-entrance coachwork, vacuum brakes, heaters and other extras fitted, immediate delivery, in primer or painted to instructions, choice of two.

1953 Regal Mark IV, underfloor engine, Yeates Riviera 41-seater full luxury coachwork, divided-type seats in red moquette, many extras fitted, finished red and cream, certificate of fitness 1963.

1952 39-seater full luxury coachwork, upholstered in red moquette, finished ivory and black, very clean, certificate of fitness 1962.

1949 Regal Mark III, 9.6 engine, preselector gear-box, new full front Yeates Riviera coachwork fitted in 1954, 35-seaters, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, very clean, choice of three, certificate of fitness 1962.

1948 Regal Mark III, 9.6 engine, mounted with 37-seater Burlington coachwork, very clean, finished blue, certificate of fitness 1962.

LEYLAND

NEW Leopard Duple Britannia 41-seater, central-entrance coachwork, glass roof quarters, heaters and other extras to choice, painted and written for delivery in June, one only.

1950 Comet 33-seater Burlington coachwork, red seats, finished red and maroon, clean, certificate of fitness May, 1961.

BEDFORD.

1959 41-seater, Burlington full-luxury 8-ft. coachwork, chassis fitted with 350-cu.-in. Leyland Comet engine, many extras fitted, small mileage, finished green, choice of four, certificate of fitness 1960.

1959 41-seater, Burlington full-luxury 8-ft. coachwork, 300-cu.-in. diesel engine fitted, many extras, small mileage, finished green, choice of six, certificate of fitness 1960.

1957 41-seater, Burlington full-luxury coachwork, red upholstery, finished cream and red, certificates of fitness 1964.

1956 36-seater Burlington full-luxury coachwork, red upholstery, finished red-grey moquette, heaters and other extras fitted, finished blue and cream, certificate of fitness 1961.

1954 38-seater, Duple Super Vega coachwork, red moquette, finished two shades of blue, certificate of fitness 1964.

1953 36-seater, Harrington coachwork, incorporating dorsal fin, upholstered in red moquette, finished green and cream, in exceptional clean condition throughout, certificate of fitness 1964.

1952 7-seater, Duple Vega coachwork, upholstered in green moquette, finished green and cream, certificate of fitness 1962.

1952 35-seater, Gurney-Nutting coachwork, autumn tint moquette, lift-up roof vents, repainted ivory with black flare, exceptionally clean condition, choice of three, certificate of fitness 1964.

1952 33-seater, Duple Vega coachwork, autumn tint moquette, finished red and cream, certificate of fitness 1962.

LONDON:—

25-27 VAUXHALL BRIDGE ROAD, VICTORIA,
S.W.1.

Phone, Vic 6033.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

Phone, Cardiff 30641.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301. 860-353

J. A. DICKSON.

STATION ROAD, STOKE MANDEVILLE, BUCKS.

Phone S/M 3261-1310.

1956 COMMER 41-seater Plaxton, radio and heaters, choice of two, these coaches are in first class condition, £2,600.

1949 MAUDSLAY full-front, very clean, Duple, 33 seats, £435.

CHOICE of several half-cab A.E.C.'s, Duple 35 seats, good, clean vehicles.

PART-EXCHANGE, easiest H.P. terms. Insurance, etc. Coaches can be painted and written to customers requirements. 860-8708

Used Passenger Vehicles (contd.)

S.M.T.,

177-205 FINNIESTON STREET, GLASGOW, C3.
Phone, Douglas 2940. Phone, Douglas 2940

FOR QUALITY USED COACHES.

ARE YOU CONTEMPLATING A CHANGE FOR THIS SEASON? CONSULT THE EXPERTS.

WE HAVE A MOST EXCELLENT AND COMPREHENSIVE RANGE OF TOP QUALITY USED COACHES. A FEW EXAMPLES ONLY OF OUR STOCK AS FOLLOWS:—

1956 BEDFORD Duple 41-seater full luxury coach, exterior black and orange, seating trimmed in fawn mohair; this vehicle is fitted with every conceivable extra and was formerly used for high-class Continental touring.

1954 BEDFORD Burlington 36-seater coach, certificate of fitness March, 1963, exterior cream and black, seating a rust patterned moquette, heater and demister.

1956 ALBION Duple 35-seater full luxury coach, cream and red, seating trimmed in red patterned moquette, excellent condition throughout and reasonable in price.

1952 A.E.C. Harrington 39-seater full luxury coach, certificate of fitness 1962, exterior in red and cream, seating in red patterned moquette, splendid example of this high quality model.

1953 A.E.C. Gurney Nutting 41-seater full luxury coach, certificate of fitness 1963, exterior light blue with cream roof and wings, seating in blue patterned moquette, engine include heater, demisters, radio with public address and width marker lamps, engine just overhauled—new pistons and liners fitted, splendid value.

1950 BEDFORD Duple Vista 29-seater coach which has just been recertified and given a certificate of fitness for four years, exterior ivory and red, seating in fawn patterned moquette. Formica side casings and heaters, first-class example of this ever-popular type of coach.

Splendid selection of 1951 and 1952 BEDFORD Duple and Plaxton 33-seater coaches at prices from £800.

Large selection of half-cab 33-seater coaches, some with current certificates of fitness, at prices from £150.

1950 CROSSLEY full-front 37-seater coach with certificate of fitness until August 1961, £250.

AND MANY OTHERS.

WHY NOT MAKE A PERSONAL VISIT? WE WILL REFUND CUSTOMERS' TRAVELLING EXPENSES ON EVERY COMPLETED DEAL.

DO NOT DELAY.

LET US HAVE YOUR INQUIRY NOW.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES

FROM 10% DEPOSIT. 860-174

KIRKBY AND SONS (SALES), L TD.

CROSS ROADS GARAGE,
ANSTON, NEAR SHEFFIELD.

THIS WEEK'S SPECIAL BARGAIN:—

1955 (NOVEMBER) BEDFORD 41-SEATER
BURLINGHAM, £2,350.

1956 BEDFORD SB3 41-seater Duple, £2,650.

1956 BEDFORD SB3 41-seater Burlington (choice of two), £2,650.

1957 BEDFORD SB3 37-seater Burlington, £2,700.

1955 BEDFORD SB3 36-seater Duple, £2,500.

1954 BEDFORD 38-seater Duple (choice of three), from £1,900.

1954 BEDFORD 36-seater Plaxton (choice of four), from £1,850.

1951 BEDFORD 33-35-seater Duple (choice of five), from £1,800.

1952 BEDFORD 37-seater Duple, £1,550.

1948 BEDFORD 29-seater Duple, £250.

1955 COMMER TS3 41-seater Duple (choice of two), from £3,350.

1950 COMMER 33-seater Whitson, £425.

1950 LEYLAND PSI 35-seater Burlington, £700.

1950 MAUDSLAY (A.E.C. 7.7) 33-seater Duple, 40-seater Beadle all-metal service bus, certificate of fitness 1963, £550.

1951 31-seater ALBION, petrol, certificate of fitness December, 1962, full-fronted, £395.

1951 COMMER Plaxton 30-seater, certificate of fitness 1963, very clean, Hydovac brakes, £400.

TERMS AND EXCHANGES.

PHONE, DUNNINGTON 541 (FOUR LINES) BY DAY.

NIGHT PHONES: MANSFIELD 5395; DUNNINGTON 577; WORKSOP 2963.

NORTHERN AREA: PHONE, MILNWOOD 351.

SOUTHERN AREA: PHONE, TAVISTOCK 2738. 860-494

Used Passenger Vehicles (contd.)

STANLEY LODGE CO. LTD.

177-205 FINNIESTON STREET, GLASGOW, C3.

Phone, Douglas 2940. Phone, Douglas 2940

FOR QUALITY USED COACHES.

ARE YOU CONTEMPLATING A CHANGE FOR THIS SEASON? CONSULT THE EXPERTS.

WE HAVE A MOST EXCELLENT AND COMPREHENSIVE RANGE OF TOP QUALITY USED COACHES. A FEW EXAMPLES ONLY OF OUR STOCK AS FOLLOWS:—

1956 BEDFORD Duple 41-seater full luxury coach, exterior black and orange, seating trimmed in fawn mohair; this vehicle is fitted with every conceivable extra and was formerly used for high-class Continental touring.

1954 BEDFORD Burlington 36-seater coach, certificate of fitness March, 1963, exterior cream and black, seating a rust patterned moquette, heater and demister.

1956 ALBION Duple 35-seater full luxury coach, cream and red, seating trimmed in red patterned moquette, excellent condition throughout and reasonable in price.

1952 A.E.C. Harrington 39-seater full luxury coach, certificate of fitness 1962, exterior in red and cream, seating in red patterned moquette, splendid example of this high quality model.

1953 A.E.C. Gurney Nutting 41-seater full luxury coach, certificate of fitness 1963, exterior light blue with cream roof and wings, seating in blue patterned moquette, engine include heater, demisters, radio with public address and width marker lamps, engine just overhauled—new pistons and liners fitted, splendid value.

1950 BEDFORD Duple Vista 29-seater coach which has just been recertified and given a certificate of fitness for four years, exterior ivory and red, seating in fawn patterned moquette. Formica side casings and heaters, first-class example of this ever-popular type of coach.

Splendid selection of 1951 and 1952 BEDFORD Duple and Plaxton 33-seater coaches at prices from £800.

Large selection of half-cab 33-seater coaches, some with current certificates of fitness, at prices from £150.

1950 CROSSLEY full-front 37-seater coach with certificate of fitness until August 1961, £250.

AND MANY OTHERS.

WHY NOT MAKE A PERSONAL VISIT? WE WILL REFUND CUSTOMERS' TRAVELLING EXPENSES ON EVERY COMPLETED DEAL.

DO NOT DELAY.

LET US HAVE YOUR INQUIRY NOW.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES

FROM 10% DEPOSIT. 860-174

KIRKBY AND SONS (SALES), L TD.

CROSS ROADS GARAGE,
ANSTON, NEAR SHEFFIELD.

THIS WEEK'S SPECIAL BARGAIN:—

1955 (NOVEMBER) BEDFORD 41-SEATER
BURLINGHAM, £2,350.

1956 BEDFORD SB3 41-seater Duple, £2,650.

1956 BEDFORD SB3 41-seater Burlington (choice of two), £2,650.

1957 BEDFORD SB3 37-seater Burlington, £2,700.

1955 BEDFORD SB3 36-seater Duple, £2,500.

1954 BEDFORD 38-seater Duple (choice of three), from £1,900.

1954 BEDFORD 36-seater Plaxton (choice of four), from £1,850.

1951 BEDFORD 33-35-seater Duple (choice of five), from £1,800.

1952 BEDFORD 37-seater Duple, £1,550.

1948 BEDFORD 29-seater Duple, £250.

1955 COMMER TS3 41-seater Duple (choice of two), from £3,350.

1950 COMMER 33-seater Whitson, £425.

1950 LEYLAND PSI 35-seater Burlington, £700.

1950 MAUDSLAY (A.E.C. 7.7) 33-seater Duple, 40-seater Beadle all-metal service bus, certificate of fitness 1963, £550.

1951 31-seater ALBION, petrol, certificate of fitness December, 1962, full-fronted, £395.

1951 COMMER Plaxton 30-seater, certificate of fitness 1963, very clean, Hydovac brakes, £400.

TERMS AND EXCHANGES.

PHONE, DUNNINGTON 541 (FOUR LINES) BY DAY.

NIGHT PHONES: MANSFIELD 5395; DUNNINGTON 577; WORKSOP 2963.

GLASSGOW, C.I.
PHONE. Douglas 254

COACHES.

CHANGE FOR THIS
EXPERTS,

T AND COMPRE

QUALITY USED
ONLY OF OUR

VS:—

luxury coach, exterior
in fawn mohair; this
able extra and was
entirely touring.

luxury coach, cream
tinted moquette, cast
reasonable in price.

luxury coach, cream
and cream, seating an
example of the day

ter full luxury coach,
right blue with cream
tinted moquette, extra
to public address and
rehaired—new plush
dial value.

water coach which has
certificate of fitness for
patrol in fawn patterned
and heaters, first-class
type of coach.

52 BEDFORD Duple
prices from £800.

ter coaches, some with
prices from £150.

coach with certificate
1961, £250.

HERS.

VISIT? WE WILL
LING EXPENSES ON
O DEAL.

RAY.

INQUIRY NOW.

WELCOMED.

FACILITIES

POSIT. 860-174

(SALES), LTD.

ARAGE.
EFFIELD.

BARGAIN—
RD 41-SEATER

£2,350.

ter Duple, £2,650.

ter Burlingham (choice

ter Duple, £2,500.

Duple (choice of three)

taxion (choice of four)

Duple (choice of five)

Duple, £1,550.

Duple, £250.

ter Duple (choice of two)

thitson, £425.

ter Burlingham, £700.

7.7) 33-seater Duple
dial, £675.
£500.
rol, certificate of fitness
fronted, £395.
Hydrovac brakes, £400.

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO. LTD.
LODGE GARAGE, WHITEHALL ROAD,
GOMERSAL, NR. LEEDS.
Phone, Bradford 681144-9.

IMMEDIATE DELIVERY FROM STOCK.

NEW BEDFORD SBI, 41-seater Burlingham.

NEW BEDFORD SBI, 41-seater Duple.

NEW FORD Trader, 41-seater Burlingham.

NEW FORD Trader, 41-seater Duple.

SLASHING REDUCTIONS.

USED COACHES.

1955 A.E.C. Reliance, 41-seater Plaxton, immaculate, many extras, one owner.

1954 A.E.C. Mark IV, 41-seater Plaxton, red interior, fitted with many extras, immaculate, one owner.

1952 A.E.C. 41-seater Mark IV, Plaxton.

1959 BEDFORD SBI oiler, fitted 41-seater Burlingham body, choice of two.

1956 BEDFORD petrol, 41-seater Duple body, immaculate condition.

1955 BEDFORD, fitted with Eaton 2-speed, Strachans 24 luxury seats, Continental body, immaculate condition.

1954 BEDFORD, fitted Yeates Europa 36-seater body, Re Mark II engine, immaculate condition.

1954 BEDFORD, 37-seater Burlingham, £1,475.

1952 BEDFORD, 33-seater Plaxton, red interior, Hartwell body, just been certified.

1952 BEDFORD, fitted 35-seater Gurney Nutting body, £1,000.

1952 BEDFORD 33-seaters, fitted Plaxton and Duple bodies, immaculate condition, choice of two.

1951 BEDFORD 33-seater Duple, red and cream, nice condition, £850.

1951 BEDFORD, 33-seater Duple, repainted turquoise and cream.

1950 BEDFORD 29-seaters, just certified, £550 each.

1955 COMMER, fitted 41-seater Duple body, just certified for five years.

1955 COMMER, Harrington, 27 luxury armchair seats, £950.

1949 COMMER, 33-seater Harrington body, under-floor, £550.

1952 FODEN 2-stroke, fitted 43-seater Bellhouse Hartwell body, just been certified.

1952 FODEN, 6LW rear engine, fitted Seagull 37-seater body, immaculate condition, £1,250.

1951 FODEN 2-stroke, 39-seater, first-class condition, good certificate of fitness.

1946 GUY double-deckers, 56-seater Park Royal bodies, 5LW and 6LW, certificate of fitness in late 1961, choice of four, £275 each.

1952 LEYLAND Royal Tiger, fitted 41-seater Santos body, air brakes, certificate of fitness to 1963, £1,250.

1950 LEYLAND PS2, fitted new 35-seater bodies in 1953, just been certified for four years, choice of two.

1951 LEYLAND PSI, fitted 33-seater Duple Ambassador body.

1950 MAUDSLAY 33-seater, just been certified, £450.

1952 TILLING-STEVENS 39-seater Duple service bus.

A Number of PSI, A.E.C., etc., half-cabs, prices ranging from £175 each, with good certificates of fitness.

A Large number of vehicles for travelling shops.

A All types of engines, gearboxes and axles for passenger vehicles.

PART-EXCHANGES. HIRE-PURCHASE.

NIGHT PHONE, CLECKHEATON 2461-62.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866.

860-450

COACHES AND COMPONENTS, LTD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

NEW BEDFORD diesel Duple, 41-seater, Super Vega.

1959 January, BEDFORD 41-seater petrol Super Vega, brown hide seats, exterior black-cashmere, glass roof quarters, heaters, radio, certificate of fitness to end 1965.

1959 February, BEDFORD 41-seater petrol Super Vega, exterior cream-red, glass roof quarters, heaters, radio, certificate of fitness to October, 1965; demonstration coach.

1958 BEDFORD petrol 41-seater Duple Super Vega, exterior cream-blue, certificate of fitness February, 1965.

1957 BEDFORD petrol 41-seater Super Vega, exterior cream-red, certificate of fitness March, 1964.

1956 BEDFORD petrol 36-seater Continental luxury Duple, exterior ivory-red, certificate of fitness May, 1964.

1956 BEDFORD 41-seater, petrol engined, exterior cream-green.

1954 BEDFORD 36-seater, exterior black-cream, certificate of fitness to August, 1964.

1952 DENNIS 35-seater, blue moquette, exterior blue-cream, certificate of fitness April, 1962.

1952 January, A.E.C. Regal 37-seater, exterior red, certificate of fitness August, 1960.

1952 May, BEDFORD 35-seater, Gurney Nutting body, exterior maroon-cream.

1951 June, BEDFORD petrol 33-seater Super Vega, exterior cream-red, certificate of fitness June, 1961.

1951 BEDFORD 33-seater, petrol engined, exterior blue-cream.

1951 BEDFORD, 35-seater Gurney Nutting body, certificate of fitness 1961; choice of two.

1951 DENNIS 37-seater Gurney Nutting, red moquette, exterior maroon-cream.

SEVERAL 29-seater and half-cab coaches at low prices in make room for new stock. These are particularly suitable for conversion.

860-395

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.

PASSENGER AND COACH DEALERS.

NEW Thames Burlingham Seagull 60 41-seaters, finished to operator's instructions, delivery early June.

1959 BEDFORD Super Vega, 41-seater full luxury Duple body, fitted with heater, speech amplification and many other extras, small mileage, as new, certified 1965.

1956 BEDFORD Super Vega 7-ft. 6-in.-wide 41-seater, full luxury Duple body, fitted with radio and heaters, Perspex quarters and many other extras, in good clean condition throughout, certified 1961, choice of three.

1954 BEDFORD Plaxton 38-seater, full luxury Ventura body, fitted with Perspex quarters, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1953 BEDFORD Seagull, choice of two, 36-seater full luxury Burlingham body, fitted with heater, roof lights, certified 1963.

1953 Duple body, fitted with radio, heater, good clean condition throughout, certificate of fitness 1963.

1952 COMMER, Avenger, 33-seater full luxury Strachan body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1962.

1952 LEYLAND, rebuilt, 38-seater full-front Plaxton body, fitted with heater, clean condition throughout, certified 1960.

1951 COMMER, Avenger, 34-seater full luxury Plaxton Envoy body, fitted with radio, heater, good clean condition throughout, certified 1963.

1950 BEDFORD Vista, full luxury Duple body, 24-seater with Chapman reclining seats, glass roof lights, in good clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista, 29-seater, fitted with Formica side panels, Perspex quarters, in good clean condition throughout, certificate of fitness 1963.

1949 BEDFORD Mark V, 29-seater full luxury Duple body, good clean condition throughout, certificate of fitness 1962.

1947-48 BEDFORD Vistas, 29-seater Duple bodies, certified 1961-62, choice of several.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD, LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330.

860-429

DON EVERALL, LTD.

34 CLEVELAND ROAD, WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

1956 COMMER TS3 41-seater Duple coach, £2,600.

1956 BEDFORD petrol 41-seater Burlingham coach, £2,600.

1956 BEDFORD petrol 41-seater Yeates Riviera coach, £2,600.

1955 BEDFORD petrol 38-seater Duple coach, heaters, 7 ft. 6 in. wide, certified 1965, £2,300.

1955 BEDFORD petrol 36-seater Duple coaches, certified 1965, choice of two, £2,300.

1955 BEDFORD diesel 38-seater Duple coach certified 1965, £2,000.

1954 GUY Arab lightweight, Gardner 6HLW under-floor engine, 41-seater Burlingham Seagull coaches, certified 1964, £2,300.

1954 SENTINEL 6-cylinder diesel underfloor engine, 44-seater service bus, heaters, driver-operated door, certified 1964, £1,400.

1954 BEDFORD petrol 33-seater Burlingham Seagull coach, individual adjusting seats, glass roof quarters, heaters, etc., certified 1964, £1,600.

1953 BEDFORD petrol 36-seater Duple coaches, heaters, glass roof quarters, certified 1963, choice of three, £1,700.

1952 DAIMLER, Freeline, 43-seater Metacraft coaches, choice of two, certified 1962, £1,650.

1951 FODEN 6LW Gardner, 41-seater Bellhouse Hartwell coach, certified 1961, £1,350.

1948 40-50 BEDFORD petrol 29-seater Duple Vista coaches, £250-£550.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR

HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL, LTD.

860-75

THURGOODS OF WARE.

1958 April, AUSTIN Omnicoach, 11-seater, maroon and cream, £475, or certified approx. £525.

1956 (Late) COMMER TS3, Plaxton body, interior red, nice condition, exterior blue, fitted heater, £2,500.

1951 September, BEDFORD Vega 35-seater, cream and blue with red interior, heater, certified to 31.8.61, £1,125.

1950 March, BEDFORD Vista 29-seater, exterior repainted cream and red, mouldings replaced, high-back seats, Formica sides, wide rear bumper, good condition, certified to 19.3.61, £625.

1949 8-7.6 BEDFORD Vistas (29), various colours, good condition, certified to 14.8.62, £575.

1948 LEYLAND PSI Duple coach, 35-seater, maroon and cream, certified to 14.8.62, £575.

A Number of other petrol and diesel coaches for workmen and mobile shops, from £100.

STEAM cleaning and underspraying for recertification.

PHONES, WARE 833 and Hertford 4334. Nights, Ware 896

860-237

Used Passenger Vehicles (contd.)

F.C.S., LTD. F.C.S., LTD.

BRISTOL BARGAINS.

1950-49 BRISTOL 31-30-seater Harrington are Eastern Coachworks super-luxury bodies, certificate of fitness 1962-63, 5-speed gearboxes, A.E.C. 7.7 and Bristol A.V. engines, price £450-£500.

1949-48 BRISTOL 36-35-seater all-metal Eastern Coachworks bus bodies, in first-class condition, low-mileage Gardner 5LW and Bristol A.V. engines (maximum since last overhaul, 5-15,000 miles) certificate of fitness to 1961-62, price £500-£600.

1959 certificate of fitness to 1962, price £450-£550.

50 DOUBLE DECKERS.

1948-39 BRISTOL high- and low-bridge with Metacraft and Eastern Coachworks 53-56-seater all-metal bodies, A.E.C. 7.7 and Gardner 5LW engines, certificate of fitness to 1963-61, price £250-£550.

1948 A.E.C. high-bridge, with Metacraft 56-seater all-metal bodies, A.E.C. low-mileage 7.7 diesel engines, re-moquetted with major body overhaul in May 1959, certificate of fitness to 1962, price £450-£550.

FULL-FRONTED LUXURY COACHES.

10 A.E.C. and Leyland 35-39-seater Continental luxury coaches, large luggage boots, lightweight all-metal bodies, first registered 1952, certificate of fitness to 1962, price £275-£430.

TWO 1952 DAIMLER Plaxtons, rebodied on 194 chassis, 33 luxury seats, fitted beginning of last season, price £275-£430.

ONE 1951 BEDFORD Plaxton 33-seater, certificate of fitness 1961.

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available to immediate inspection and trial.

GENEROUS PART-EXCHANGE ALLOWANCES.

THREE MONTHS' GUARANTEE.

FREE SPARES.

SPECIAL H.P. FACILITIES.

F.C.S., LTD. F.C.S., LTD.

F.C.S. WORKS,

LONDON ROAD,

DUNCHURCH,

NEAR RUGBY.

Phone, Dunchurch 262 and 265. 860-1

FRANK COWLEY

200

BUSES AND COACHES ACTUALLY IN STOCK

READY FOR IMMEDIATE SERVICE.

1951 LEYLAND PD1, full front, fully enclosed with sliding front entrance, high bridge double-deckers, these are genuine and NOT re-registered vehicles, all certified, £595 each.

1947 A.E.C. double-deckers, bodily and mechanically, as new, certified and ready to go into immediate service, £310 each.

1951 CROSSLEY double-decker, all-metal body with A.E.C. 7.7 diesel engine, certified and ready for service, £375.

1946 47-48 GUY double-deckers, all with Gardner engines and ready for immediate service, £295 each.

BRISTOL low-bridge double-deckers, all with Gardner diesel engines and almost new bodies, immaculate throughout, £295 each.

1949 BRISTOL 33-seater coaches, Gardner 5LW diesels and 5-speed gearboxes, a very lovely fleet of coaches, £395 each.

1948 LEYLAND PSI 32-34-seater buses, all in excellent condition and ready for immediate service, £275 each.

1947-48-49 BRISTOL 35-seater super service buses, powered by Gardner 5LW diesels, and 5-speed gearboxes, exceptionally clean and in good condition throughout, just into stock, choice of 40, £325 each.

LEYLAND high and low bridge double-deckers, 1947 and 1950 bodies, excellent and very clean throughout, £225 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD,

SALFORD, 3.

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, LTD.,
INGS ROAD, WAKEFIELD.

NEW BEDFORD SB3 petrol 41-seater Duple Super Vega, glass roof quarter lights, primer, ex stock.
NEW BEDFORD SBI diesel 41-seater Plaxton Consort, to specification, ready for June delivery.
NEW BEDFORD SBI diesel 41-seater Burlingham Seagull 60, latest model, ex stock; two only.
NEW demonstrator ATKINSON L644 (Gardner 4LW) 37-seater Plaxton Highway omnibus, 15% below list.
1955 BEDFORD (reconditioned Perkins R6) 38-seater Duple, cream-green, certified 1965.
1955 COMMER TS3 2-stroke diesel 39-seater Plaxton Ventura, certified 1965, heater and radio.
1954 BEDFORD SB petrol 36-seater Burlingham Seagull, heater, radio, certified 1964.
1953 31 BEDFORD SB petrol, 37, 33-seater Plaxton coaches, choice of two, heaters fitted.
1953 BEDFORD petrol 33-seater, Yeates Riviera, heater, radio, certified 1963.
1952 BEDFORD Vega (petrol) 33-seater Duple, certified to 1962, heater, radio.
1952 COMMER Karrier (petrol) 14-seater Reading luxury coach, certified 1962.
1951 MAUDSLAY (A.E.C. 7.7) 37-seater Plaxton Envoy, full front, certified to 1961, heater.
1951 FODEN (FEG diesel) 39-seater Whitson, dual green, heater, radio, certified 1962.
1948 47 BEDFORD Vista 29-seater Duple, cream-blue, heater, certified; choice of four.
1948 A.E.C. Regal III (9.6 engine) 33-seater Burlingham heater, radio, certified 1962.

PERSONAL HIRE-PURCHASE FACILITIES.
EXCHANGES.

COMBERHILL MOTORS, LTD.,
Phone, Wakefield 6771 (10 lines). 860-451

LES GLEAVE, LTD.,
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

NEW 1960 FORD Burlingham 41-seaters.

1956 BEDFORD Duple 41-seater.
1952 BEDFORD Duple 37-seater.
1950 BEDFORD Vistas.
1955 BEDFORD Burlingham 36-seater.
1956 COMMER 41-seater Duple.
1954 BEDFORD 36-seater Duple.
1949 LEYLAND PSI 32-seater service bus, certificate of fitness November, 1963.
1949 A.E.C. 32-seater service bus.

ONE LEYLAND high-bridge double-deck service bus.
VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.,
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

AFTER 8 P.M. PHONE SANDBACH 881 OR
SWINTON 2932. 860-213

QUICKS OF MANCHESTER
FOR USED PASSENGER COACHES AVAILABLE NOW:—

FEBRUARY 1955, BEDFORD, petrol, Plaxton 36-seater body, radio, reconditioned engine, certificate of fitness 1965, maroon-cream, £2,400.
JUNE 1952, BEDFORD full-front Duple 33-seater body, certificate of fitness 1963, maroon-cream, £1,400.
1951 LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater body, certificate of fitness 1961, red-cream, £1,600.
BEDFORD 41-seater Plaxton body (June, 1956), heater, radio, armrests, headrests, certificate of fitness June, 1961, cream-blue, £2,600.
1955 BEDFORD, petrol, 36-seater Duple body, heater, radio, speech amplifier, side domes, armrests, certificate of fitness February, 1965, black-green, £2,450.
1958 BEDFORD, Plaxton 41-seater with petrol engine, side domes, radio, speech amplifier, heater, certificate of fitness 1965, maroon-grey, £3,150.
NEW Thames Trader 41-seater Duple, available late June.

FOR FULL DETAILS CONTACT
MR. H. BARNES.

H. AND J. QUICK, LTD.,
660 CHESTER ROAD, OLD TRAFFORD,
MANCHESTER, 16.
Phone, Trafford Park 2201 (10 lines). zzz-733

BEDFORDS, July, 1959, diesels, 41-seater Duple Super Vegas, £3,500.
LEYLANDS World Master chassis, Royal Tiger 600 engine, 37-seater Harrington body, 1955, £3,000.
BEDFORD, 1953, 35-seater Duple, £1,500.
LEYLAND PS1s, full-fronted 35-seater Duples, £1,500.
VULCAN P6 full-fronted 29-seater, £325.

STOCKLAND GARAGE, LTD.,
MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 2488. 860-135

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.,
STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).
And on Saturday afternoons 4005.

1953 BEDFORD petrol Duple Vega 37-seater and courier, radio, heater, clock, blinkers, spot lamps, seven tyres as new, interior red, exterior blue and grey, certificate of fitness April, 1963.
1952 FODEN rear end TS, fitted with special 33-seater Continental body with quarter and canopy lights, Continental step, dual heaters, demisters, and Chapman-type adjustable reclining seating, finished cream and black, fawn interior, has to be seen to be appreciated, certificate of fitness, 1962.
1951 October, BEDFORD petrol 33-seater Duple back seats, Formica panels to waist, heater, high-back seats, tyres very good, interior green, exterior cream and brown, certificate of fitness September, 1961.
1951 BEDFORD petrol Plaxton 33-seater, radio, clean and mechanically good, finished green and black, green interior, certificate of fitness 1961.
1949 BEDFORD petrol 29-seater, very clean throughout, certificate of fitness 1964.

HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—
REDBROOK ROAD,
MONMOUTH.

Phone, Monmouth 336. 860-66

BIRMINGHAM COACH SALES, LTD.,
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.

Phone, Midland 1355.

NEW Duple Thames Trader 41-seater Duple body.
ONE new BEDFORD petrol 41-seater Duple.

1956 COMMER 41-seater Plaxton, radio and heaters, very clean bodywork.
1956 COMMER TS3 41-seater Duple, radio and heaters.
1954 LEYLAND Cub 39-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.
1951 BEDFORD 35-seater Duple Vega, fitted with new seats.
We specialize in part-exchange with the easiest of hire-purchase terms.

BIRMINGHAM COACH SALES, LTD.,
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.

Phone, Midland 1355.
After hours, Wolverhampton 36833.
BUSINESS ON SUNDAYS BY APPOINTMENT.

860-70

W. S. YEATES, LTD.,
DERBY ROAD, LOUGHBOROUGH.
Phone 4321.

ANY time, any day, you are always welcome to inspect our fine stock of top-quality used luxury coaches, every type of coach now in stock, including 41-seater BEDFORDS, medium capacity Bedford and Vistas, diesel-engined coaches from 41-seaters to contact half-cabs in stock.

A Second-hand luxury coach from Yeates is backed by after-sales service second to none.
PLEASE write for a full descriptive list of coaches now available.

NEW COACHES AVAILABLE FOR EARLY DELIVERY.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE.

WRITE, PHONE OR CALL:—
Phone, Loughborough 4321.

W. S. YEATES, LTD.,
DERBY ROAD,
LOUGHBOROUGH. 860-174

ERRINGTONS OF EVINGTON, LTD.

1953 BEDFORD Duple Super Vega 35-seater, one owner, heater, new engine, 1959, all good tyres, certified October, 1963, £1,450.
1950 SENTINEL 40-seater service bus, 4-cylinder, D1 diesel engine, reconditioned 1965, £575.
1947 DAIMLER CVD6 Burlingham 33-seater body, certified 1961, £235.
1946 A.E.C. 7.7 Burlingham 34-seater service bus, certified 1961, taxed, £250.
1946 77 BEDFORD Duple 29-seater, certified 1961, £200.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.
Phone 38102-3. 860-441

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

73 A.E.C. double-deck buses, fitted 9.6 engines and full air brakes, very good condition.
10 DAIMLER double-deck buses, very good condition.
FURTHER PARTICULARS AND PRICES ON APPLICATION. 860-91

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PASSENGER VEHICLE SPECIALISTS.

ALBION, LEYLAND, FORD THAMES.

SPECIAL.

1956 LEYLAND PD2, Northern Counties 55-seater low-bridge coachwork.
A.E.C. certified; choice of several.
COMMER 29-seater, Scottish Aviation coachwork, good order.
GUY Arab, 5LW units, 33-seater luxury coaches, certificates of fitness 1963.
1950 FODEN 2-stroke Harrington full luxury coach, clutch needs attention.
LEYLAND TD5 with 7.4 power unit.
1949 Alexander metal-framing 53-seater low-bridge double-deck buses, excellent condition, certified.
LEYLAND TD5s as above with 8.6-litre units, all certified.
LEYLAND PS1 buses and coaches, 31-, 33- and 35-seaters, Burlingham coachwork, all certified, choice of several.

MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6. 860-771

FORD THAMES.

THE MOTOR DEPOT,

158 WALSGRAVE ROAD,

COVENTRY.

PHONE: DAY 53732; NIGHT 68503.

SEVERAL CHASSIS ARE NOW BEING BODIED WITH

41-SEATER DUPLE YEOMAN.

GIVE US YOUR FINISHING INSTRUCTIONS NOW FOR EARLY DELIVERY.

1957 41-seater BEDFORD Duple.
1957 37-seater BEDFORD Burlingham.
1957 37-seater BEDFORD Burlingham.
1954 36-seater BEDFORD Duple.
1954 41-seater LEYLAND Burlingham.
1952 35-seater BEDFORD Duple.

GOOD allowance on part-exchanges. H.P. terms. 860-76

MILL HILL MOTORS,

33 ST. MARY'S ROAD,

MARKET HARBOUROUGH.

PHONE: DAY AND NIGHT, COVENTRY 68501.
LONDON AGENT: DAY, GRAYS THURROCK 2106
NIGHT, HORNCHURCH 7457.

1960

41-SEATER THAMES DUPLE COACHES
AVAILABLE FOR IMMEDIATE DELIVERY.
DEMONSTRATION COACH SEEN BY APPOINTMENT.

1957 37-seater Burlingham.

1952 LEYLAND Royal Tiger 39-seater.

SEVERAL 29-seater BEDFORD Vistas, 1948 onwards and 33-36-seater diesels, suitable for service work.
PART-EXCHANGES and 3-4-year H.P. available. 860-96

PERCY D. SLEMAN, LTD.,

LONDON COMMER DEALERS.

1951 A.E.C. Mk. IV, 41-seater Burlingham Seagull body, heaters, red interior; also 39-seaters, blue interior, certificate of fitness 1961.
1951 LEYLAND Royal Tiger, air brakes, 41-seater Strachan coachwork, red interior, certificate of fitness 1961.
1948 LEYLAND PS1, 33-seater coach, bodied, two heaters, certificate of fitness 1963; choice of several.

ALSO a number of BEDFORD Vistas suitable for travelling shops.

38 UXBRIDGE ROAD,

EALING, W.S.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 860-257

TAYLORS (GLOUCESTER), LTD.,

WORCESTER STREET,

GLOUCESTER.

Phone, Gloucester 22228.

1957 BEDFORD Duple 41-seater radio, heaters, wheel disc, red interior, £2,600.
1956 BEDFORD Burlingham 41-seater, radio, heater, very nice vehicle, blue-grey, unlettered, £2,575.
1952 BEDFORD Plaxton 31-seater, radio, heaters, certificate of fitness 1962.
1951 BEDFORD 33-seater Duple, must be sold.

ALSO selection of 29-33-seater, petrol and diesel, certificates of fitness, very cheap.
PHONE, Gloucester 22228. 860-67

Used Passenger Vehicles (contd.)

SILVAUXHALL A

1952 BEDFORD

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

1949 FODEN

Used Passenger Vehicles (contd.)

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,350.
1952 FODEN 39-seater Window coachwork, certificate of fitness 1962, radio, heaters, full luxury seats and cream, recent new Mk. III engines, £1,400.
1949 COMMER Avenor 33 high-backed seats, certificate of fitness December, 1962, £300.
SEVERAL 29-33-seaters, suitable for contractors or conversions, from £100.
NEW BEDFORD SBI Duple (300-cu.-in. diesel engine). Fitted heaters, roof quarters, tubular racks, walnut casing panels, radio and speech, red moquette, exterior mesh to requirements.

SILVER LINE MOTORS.

MOORLANDS,
WELWYN GARDEN CITY, HERTS.
Phone, Welwyn Garden 5494. 860-80

J. W. FIELDSSEND, L. TD.

1957 COMMER TS3 41-seater Plaxton.
1957 TS3 41-seater Duple.
1953 CROSSLEY 37-seater Churchill.
1953 LEYLAND Royal Tiger 41-seater.
CROSS LANE, Salford. Phone, Pendleton 5331. 860-207

SALE or hire to operators or contractors, distance no object.
LOW-BRIDGE Leyland, Bristol and Guy Deckers, all with certificate of fitness.
PHILLIPS, High St., Goldthorpe, Rotherham, Gold 3283. 862-8723

1957 BEDFORD 41-seater Duple Super Vega, £2,650.
1954 BEDFORD 38-seater Duple Super Vega, 8 ft., £1,725.
1950 BEDFORD 29-seater Duple Vista, high-backed seats, certificate of fitness three years, £475.
1950 COMMER, 33-seater Strachan full-front body, 7 ft. 6 in., high-backed seats, £595.
CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 860-261
1957 BEDFORD petrol 41-seater Plaxton.
1958 BEDFORD petrol 41-seater Plaxton.
1958 COMMER TS3 41-seater Plaxton.
VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea. Phone 74456. 860-206

Used Passenger Vehicles (contd.)

FOR sale, A.E.C., Daimler, Leyland and Bristol double-decker buses, ranging from 1945 to 1947, from £75-£175. Also number of 7.7 A.E.C. engines and spares, including top standard crankshafts. Passenger Transport Facilities, Chapelcross Atomic Energy Site, Annan, Phone, Emtriggs 104. 860-466

12-SEATER P.S.V. 1959 AUSTIN, roof and quarter lights, certificate of fitness 1965, £750.
11-SEATER P.S.V. 1958 AUSTIN, certificate of fitness 1965, £550.
BOTH vehicles in excellent condition.

1949 A.E.C. 7.7 full front, seats and interior very good condition, engine and mechanical, certificate of fitness 1962, £425.
SWINARD'S, Ashford 1064; after 6 p.m. 497. 860-1

PEARL GARAGES, LTD.

A.E.C. 9.6 33-seater, full fronted, 1950, certificate of fitness to 1963, £550.
DENNIS Lancet III, 35-seater Duple bodies, 1947-49, certificates of fitness to 1962, from £350.
ALL ready for immediate service.

37 SOUTH EALING RD., London, W.5. Ealing 9046. 860-262

NEW PASSENGER VEHICLES

BEDFORD

1960 Unused unregistered 41-seater Duple BEDFORD SBL diesel coach, suitable for Continental touring or tropics, £4,000 nearest. Seen by appointment. Tem 7589, 10.30 a.m. 860-8658

GRAHAM BROTHERS (MOTORS), L. TD.

OFFER

BRAND NEW 1960 BEDFORD DUPLE

41-SEATER LUXURY COACH.

PETROL ENGINE, EXTRAS, LIST PRICE.

Your inspection is cordially invited.

GRAHAM BROTHERS (MOTORS), L. TD.

COMMERCIAL SALES DEPARTMENT.

VAUXHALL-BEDFORD MAIN DEALERS.

799-835 CHESTER ROAD, STRET福德, MANCHESTER.

Phone, Trafford Park 3311. zzz-684

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES

(INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, L. TD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. zzz-708

1958 FORD Trader, 25-ft. trailer, fifth-wheel coupling, good tyres, complete outfit, £875. Walker Transport, East Markham, Newark, Notts. Tuxford 431. 860-8554

MORRIS-COMMERCIAL, 1949, diesel articulated with 22-ft. flat body, very good condition, £225, any use.
MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 860-180

CAPITAL MOTOR CO., L. TD.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

NEW BEDFORD 8-10-ton forward-control tractor units for early delivery.
NEW SCAMMELL 3- and 6-ton Scarabs, petrol or diesel, early delivery.

USED SCAMMELL Scarab 3-ton (petrol) motive units with trailers, a large selection.
REMINGTON ST., City Rd., N.1. (Near Angel). 860-84
Clerkenwell 7456.

LOW-LOADING trailer unit, 3 tons carrying capacity, L tractor Carrier Cob unit with Scammell coupling, large trailer, hydraulic lowering of end down to floor only; well 12 ft. 6 in. long, 7 ft. wide; ideal for removal of waste, builders' equipment and machine tools; £690 ex works. Phone or write Mr. Gander, Byfleet 3252. Rolfe Switches, No. 1 Factory, Pyford Rd., Pyford, Woking, Surrey. 860-286

NEW 8-ton BEDFORD-SCAMMELL normal-control tractor, 300-cu.-in. diesel.
USED 10-ton BEDFORD-SCAMMELL 350-cu.-in. diesel, new block completely overhauled.
USED 8-ton BEDFORD A-type tractor, S.A.E. or Tasker optional.
USED BEDFORD-SCAMMELL, P6 engine.

ALL inquiries to:-

E. J. BAKER AND CO. (DORKING), L. TD.

Dorking 3822 (ext. 19). 860-477

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and conditions apply.
RUSH GREEN MOTORS, Langley, Hitchin. Herts. R. Sevenage 174. 860-376

Miscellaneous Vehicles (contd.)

BREAKDOWN VEHICLES

A-FRAME complete with heavy-duty winch and solid metal body, capacity 20 tons, £125. H.B.H. Motors, Ltd., Colnbrook (Bucks) 2741. 860-150

AUSTIN 6-wheel breakdown vehicle with winch and all equipment, as new, £500. East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich, S.E.10. Gre 4881. 860-424

CARS FOR SALE

AUSTIN Sheerline saloon car, 1954, in excellent condition, good tyres, heater, radio, windscreen washers, etc., in daily use, £450. Semmence, Wymondham, Norfolk (phone 2135). 860-5

CATTLE CONVEYORS AND HORSEBOXES

HEYWOOD MOTORS, L. TD.

SPECIAL OFFER FOR DELIVERY AFTER

EXHIBITION AT

ROYAL LANCASHIRE SHOW, BLACKPOOL.

NEW ALBION Chiefain, fitted with specially constructed 3-deck body, at attractive price, one only.

PHONE, HEYWOOD 6757.

NEAR MANCHESTER. 860-8727

ESTATE CARS AND UTILITIES

1957 HILLMAN Husky, choice of two, in exceptional condition, from £399.
1956 STANDARD Vanguard Countryman, choice of two, immaculate condition, from £475. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 860-512

EX-W.D. VEHICLES

GENTLEMEN WORTH KNOWING

CUNDEY AND STEWART, L. TD.

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE LEABROOKS 477. 860-704

New Passenger Vehicles (contd.)

COACHES AND COMPONENTS, L. TD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1960 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. zzz-0674

NEW BEDFORD 216-in.-wheelbase passenger chassis, 350-cu.-in. diesel, immediate delivery.
HILLS GARAGES (MANCHESTER), LTD., 80-90 Port St., Manchester, 1. Phone, Central 4311 (10 lines). 860-253

FORD THAMES

1960 FORD Trader, Duple body, 41-seater coach, unused, many extras, £4,250. Lee 8694. 860-252

NEW FORD THAMES Trader, 6D engine, 2-speed rear axle, 41-seater Duple Yeoman body, red interior, dual blue exterior, wireless and many extras, immediate delivery from stock.
BEECH'S GARAGE (HANLEY), LTD., Leek Rd., Hanley, Stoke-on-Trent 23038 and 23039. 860-445

A. SPRINGALL, LTD.

EARLY delivery new THAMES with Duple, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, S.E.14. 860-513

AVAILABLE now, new 1960 THAMES Duple 41-seater, quarter front lights, top sliding windows, 2-speed axle, interior blue wall, cream exterior. Lamberis of Kingston, Ltd. Phone, Kingston 3171; after 7 p.m. Molesey 6949. 860-527

MORRIS

NEW P.S.V. 11-seater MORRIS Minibus, certificate of fitness, list, Kennings, Ltd. Chelmsford 51201. 860-391

CROFTON GARAGES, LTD. offer:-

MORRIS J2 Minibus. H.P. facilities 10% deposit. Immediate delivery.

132-4 WHITECHAPEL RD., E.1. Bishopsgate 3393. 860-352

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery. Kombi, Microbus, van, pick-up, ambulance. 129-31 Old Brompton Rd., S.W.7. Frc 7722. zzz-741

Miscellaneous Vehicles (contd.)

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." zzz-882

SWORDE (MOTORS), EXPORT, LTD., for all ex-W.D. trucks of spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. zzz-943

A.E.C., Also winch and tipper vehicles. Specialists in 4 x 4 and 4 x 4 drive vehicles. Spares and tyres.

J. ROLLASON, Vokelford Hill, Romsey, Hants. Phone, Braitfield 395. zzz-986

EX-W.D. unregistered vehicles.

BEDFORD 3-ton short-wheelbase tippers, twin rear, £295.

FORDSON 5-ton long-wheelbase drop-side truck, twin rear, 4D-type cab. V8 petrol engine, £195.

KARRIER Bonam 30-cwt. flat truck, reconditioned engine, twin rear, £390.

REGISTERED ex-W.D. vehicles.

BEDFORD 3-ton long-wheelbase truck, single rear, £165.

COMMER Superpoise 30-cwt. van, reconditioned engine, £374.

SHERWOOD'S GARAGES, LTD., Monton Rd., Monton, Eccles, Lancs. Eccles 1883. 860-8734

SEVERAL FORD WOT6 machinery trucks, unused since reconditioned in 1957, fitted sliding boom block and tackle and 24-kV. generator, etc. Jacquier, Ltd. 229 Hammersmith Rd., W.6. Riv 6677. 860-287

LARGE fleet latest-type MORRIS B.M.C. 4-wheel-drive trucks, reconditioned Model M.R.A./1.

AUTO UNITS (EALING), LTD., Derwent Rd., W.5. Eal 5108. 860-413

MAINS MOTORS, LTD., Ewelme, Oxon (phone 62) offer this week:-

LATEST release of Bedford 3-4-tonners from £120. Also 1-ton from £90. Thornycroft searchlight wagon with generator, ideal fair-ground or site work, £100 each, Bedford QL 950-gal. tanker, 430 miles, £250. Chevrolet 4 x 4, G.M.C. 6 x 6, Dodge 4 x 4, requiring attention, offers.

Spares for A.E.C., Gardner, Perkins, Leyland E39 and Cub diesels. Bedford, Austin, Albion, Chevrolet, Canford, Dodge 2-speed, G.M.C. 4 x 4 and 6 x 6, Morris Quad, Chaussee, Crossley, White, Reo, Foden, Latil, Karrier, Studebaker, Thames, 7V and E76, WOT2 and 6, over 5,000 commercials being currently dismantled, anything raised.

HEARSES

HEARSE, Humber Pullman chassis, new streamlined bearer type, body fitted by Davies, of Bristol, in 1950, mechanically very good body excellent condition, in regular use, seen by appointment, £350. Semmence, Wymondham, Norfolk. (Phone 2135). 860-6

JEEP

M38, late type, hard and soft tops, low-mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 860-182

Miscellaneous Vehicles (contd.)

SEMI-LOADING trailers for sale, Tasker couplings. Box CM5920, care of "The Commercial Motor." 860-8732

30-FT. 10-ton Hands swan-neck trailer, £200.
PIRbright GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 860-5274

2-WHEEL trailers, new and used. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 860-357

EXHIBITION trailer, 2-wheeled de luxe with show stand and office, £275. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 860-357

QUEEN MARY trailers in first-class condition, 5-ton capacity, mounted on very good 14.00 x 20 wheels, tyres and tubes, low prices quoted.

R. TREM AND CO., LTD., Bawtry Rd., Farningley, near Doncaster. Phone, Farningley 203-4. 860-439

Miscellaneous Vehicles (contd.)

LOW-LOADING trailers, all types 8 to 50 tons in stock, some almost new, all at very reasonable price.
RUSH GREEN MOTORS, Langley, Herts. 860-385

EAGLE 22-ft. flat trailer, 750 x 20 tyres, 4-5-ton capacity, £95.
LEADWAY SPARES, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 860-179

Trailers Wanted

LOW-LOADER 12-ton, fifth wheel, 12 ft. 6 in. or 14 ft. well. Write full details and price. Box CM5810, care of "The Commercial Motor." 860-472

LOW-LOADER (Carrimore for preference), 10-12-ton with a 16-ft. or 17-ft. well, must be in good condition, well tyre and ready to go into immediate service. Church Road Motors, Hadleigh, Essex. Phone 57271 (six lines). 860-295

SIX 15-20-ton semi-low-bed trailers, in any make. S.H.B.H. Motors, Ltd., Colnbrook (Bucks) 2741. 860-162

Miscellaneous Vehicles (contd.)

TRANSPORTERS

CARRIMORE 4- and 5-car transporters for sale, new and used models available from £1,250. Apply Transporter Sales and Service, Torrington Avenue, Coventry. Phone, Coventry 6855-6. 862-8695

Transporters Wanted

60-TON tank transporter, Rogers or similar. Box CM602, care of "The Commercial Motor." 860-122

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd., Ware, Herts. Ware 489. 722-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London Rd., Stone, Darford, Kent. Darford 20810. 722-0647

SPARE PARTS AND SUPPLIES

A.E.C.

USED UNITS, Whitfield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 722-645

VERY large stocks available. A.E.C. spares, mains, con-rods, bearings, timing chains, cylinder and clutch parts, gears, etc. Phone or write.

BAKER STREET TRADING CO., LTD., 53 Brompton Rd., S.W.3. Kensington 0026. 722-908

NEW reconditioned transfer boxes for Matador, new injector pumps and injectors. Cundey and Stewart, Ltd., Alfreton, Derbs. Leabrooks 477. 722-965

A.E.C. 7.7 diesel engines, complete with starter, dynamo, clutch, fuel pump, injectors, etc., packed in a non-returnable wooden case, only £95 ex works.

J. LEAVESLEY LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6, ext. 5. 722-641

ALMA GARAGES (BRISTOL), LTD.

OFFICIAL REPAIRERS AND SPARE PARTS STOCKISTS FOR A.E.C.

MITCHELL LANE

VICTORIA STREET, BRISTOL, 1.

Phone 27063, 24669. 722-982

A.E.C. All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. 722-680

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 722-699

SPARES for most types available.

COMPRESSORS, air brakes, new. A.E.C. Matador for gearbox attachment, £20 each, ex works.

R. TREM AND CO., LTD., Bawtry Rd., Farningley, near Doncaster, Phone, Farningley 203-4. 860-437

NUMBER of 7.7 A.E.C. engines in good condition. Also spares, including 10 top standard crankshafts. Passenger Transport Facilities, Chapelcross Atomic Energy Site, Annan. Phone, Eastriggs 104. 860-467

CHARLES COPPOCK LTD. Engines and spares. Elm Grove, Cross St., Sale. Phone, Sale 5633. 860-29

A.E.C. Wanted

PAIR rear drums Mark IV, 1952, 15½-in. dia. Warrens, Ticehurst, Sussex. 860-398

ALBION

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 722-690

SPARES for most types available.

AUSTIN

USED UNITS, Whitfield, Burnley (phone 2262). For K2, 3, 4 models. 722-647

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 722-691

SPARES for most types available.

J.G. IBBS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN AND B.M.C. REPLACEMENT PARTS AND FACTORY REPLACEMENT UNITS.

Longbridge House

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). 722-641

RECONDITIONED engines complete with accessories for 6 x 4 and 4 x 2, £40 each; new cylinder blocks with pistons and bearings, £12 10s. each; crankshafts, £8 10s.; 12 x 4 auxiliary gearboxes, £12 10s.; rear axle assemblies, £12 10s. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 722-719

RECONDITIONED engines complete with all accessories including carburettor for 6 x 4 and 4 x 2, £37 10s. each. Second-hand engines, £20 each. Borafex, Ltd., Cubitt Town Wharf, Millwall, E.14. Eas 4911. 861-8720

Spare Parts and Supplies (contd.)

C. G. NORMAN (COMMERCIAL), LTD.

OFFICIAL AUSTIN DISTRIBUTORS.

Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD

LONDON, S.W.1.

Victoria 2211. 722-764

WHOLESALE stockists. Prynn and Stevens, Ltd., 57 Acce Lane, S.W.2. Brixton 1155. 722-907

BEDFORD

USED UNITS, Whitfield, Burnley (phone 2262). Spares suitable for all models. 722-648

AXLE cases, O, A and S models. Turner and Knight, Ealing 4298. 722-844

COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL, LONDON, N.16

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES.

FULL range of genuine spares and exchange units—quick repairs and breakdown service. 722-675

500 Tons of surplus Bedford spares. Write for this. Premier Supply Co., 238E Worpleston Rd., Guildford. 722-996

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 722-692

SPARES for most types available.

JOHNSON-ROBERTS, LTD., have been supplying J exchange Bedford 28 h.p. Short Motors for 16 years. Why not try one for yourself. £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioned concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Horney, N.8. Phone, Mountview 0111-4. 722-614

CYLINDER blocks, 020 complete with piston, £7; new Solex carburettors, 20s.; pistons complete with rings, 020, 040, 060, 6s. QL crown wheel and pinions, £6; reconditioned engines complete with accessories, £40. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 722-729

QL New crown wheel and pinions, £6 each, second-hand diff. and pinion ass. c/w bearings. All spares for QL and OY. Cundey and Stewart, Ltd., Alfreton, Derbs. Leabrooks 477. 722-725

BEDFORD Eaton 2-speed axles, 5-ton, brand new £125. Nevilles of Mansfield. Phone 6101-6. 860-460

DISMANTLING 6-7-ton R6 and petrol Bedfords. Justice (Underwood), Notts. Phone, Langley Mills 3182; home, 3625.

G. R. IRANI AND CO., 10 Saint Dunstan's Hill, E.C.1. Phone, Min 6374-6.

BRAND-NEW 28 h.p. Bedford crankshafts, standard, £5 each. 860-752

PISTONS, sizes 020 and 040, 060; Bedford crankshaft part No. 7055851, Bedford cylinder block, part No. 7125648. Bedford rear springs, part No. 7066916, and exhaust valves, part No. 7066799; cylinder head assemblies, new, part No. 7067610. Flywheel assembly complete, part No. 7053462. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 6258. 860-127

Bedford Wanted

BEDFORD A model petrol engines, new or second-hand. G. E. Neville and Son, Ltd., of Mansfield, Notts. Phone, Mansfield 6101. 860-8726

CHEVROLET

COMPREHENSIVE stocks of spares and replacement units for Canadian Chevrolet. Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 23212. 722-903

Spare Parts and Supplies (contd.)

RECONDITIONED Chevrolet engines for C60L trucks, complete with accessories, £45 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 722-722

JAYGEE, For engines, gearboxes, axles and all other spares. Phone, Riv 3656-7, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. 722-726

COMMER

USED UNITS, Whitfield, Burnley (phone 2262). Spares for N and Q and QX models. 722-649

ESCOTT AND CO. (BRISTON), LTD., 100% Commer service. Spares and exchange units. Brixton 5407-8. 53 Acce Lane, London, S.W.2. 722-979

COMPLETE stock of new and used parts for N1-2-3, Q2, Q4, Q25, 8-cwt. and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes, Ltd., Hadleigh Garage, Maripit Lane, Colindale, Surrey. Bywood 1455-8 (four lines). 722-1111

RECONDITIONED Commer Q4 engines complete with accessories, £40; radiators, £8; rear axle assemblies, £32; front axle assemblies, £7 10s.; second-hand gearboxes, £10.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 722-720

CONTAY FOR COMMER

ROOTS PARTS—SALES—SERVICE.

FOR IMMEDIATE REQUIREMENTS.

Phone, Waterloo 6162-3.

164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. 722-758

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 722-693

SPARES for most types available.

DAIMLER

NEW spares for CWA6, CWD6, CWG6 chassis, A.E.C. 7.7 or Daimler 6-cylinder oil engines. Wilson pre-selector gearbox, Daimler or Kirkstall rear axle.

CHARLES COPPOCK, The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 860-33

DENNIS

USED UNITS, Whitfield, Burnley (phone 2262). Spares for Lancet, Ace, Pax and Max models. 722-650

COACHES AND COMPONENTS, LTD.

465-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

THE PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

GENUINE spares and exchange units, repairs, bodywork painting. 722-676

DENNIS Max axle shafts, £4; crankshafts, £15; cylinder heads, £10 10s. clutch plates, £2; phosphor-bronze wormwheels, £18; rear axles, complete, £70; second-hand 5-speed gearboxes, £30 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 722-970

DENVER MOTORS, LTD.

DISTRIBUTORS.

HARROW ROAD, LEYTONSTONE, E.11.

BARWICK ROAD, NEAR WARE, HERTS.

Spare parts, exchange units for all models, repairs. Breakdown service.

All classes of bodywork in our coachworks.

Phone, Maryland 3381; Much Hadham 298. 722-766

OLD TRAFFORD MOTOR ENG. CO. LTD

SERVICE units and spares for all models. Talbot Rd., Manchester, 16. Phone, Trafford Park 0549. 722-934

INES, of Wootton, near Canterbury, offer complete range Dennis Max diesel new and reconditioned spares. Phone, Seisted 37. 866-5508

A55

Spare Parts and Supplies (contd.)

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-694

DENNIS Max spares, ex W.D.
ERNEST THORPE AND CO. LTD., Thurgoland, near
Sheffield. Phone, Stocksbridge 2152. 860-338

DODGE
USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 3, 4- and 6-ton models. 222-651

COOMBS COMMERCIALS (GUILDFORD), LTD.
DODGE DISTRIBUTORS.
We specialize in Service Units.
Unrivalled Stock
of
Genuine Dodge spares.
LIKE THE DODGE YOU CAN DEPEND
ON COOMBS.

COOMBS COMMERCIALS (GUILDFORD), LTD.
PORTSMOUTH ROAD,
GUILDFORD.
Phone 62907 (three lines). 222-719

AUTOMOTIVE SERVICES, LTD.
DISTRIBUTORS FOR DODGE.
COMPLETE spare parts service for English and
Canadian models. Parts dispatched by return post or
passenger train. Exchange engines, clutches, dynamos,
starters, distributors and carburettors always in stock.

50A OVERDALE ROAD.
EALING, LONDON, W.5.
Phone, Ealing 3652. 222-755

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-695

L. A. MITCHELL (MOTORS), LTD.
DODGE DISTRIBUTORS.
PERKINS SIGNHOLDERS.
£20,000-worth of spare parts and exchange units for
DODGE trucks and Perkins diesel engines.
PROMPT DISPATCH.
IF IT'S DODGE, MITCHELL'S YOUR MAN!
1 BALHAM HIGH ROAD, S.W.12.
Phone, Bal 2234. 860-78

KINGSTON-UPON-THAMES. Dodge distributors.
Exchange units. Huge stocks petrol and diesel spares.
Globe Auto Service, Ltd., 167 London Rd., Kingston-
upon-Thames. Kin 6136. 222-892

E.R.F.
USED UNITS, Whitefield, Burnley (phone 2262).
Spares for C14, C15, C16 and OE14 models. 222-652

THE HARITH MOTOR ENGINEERING CO. LTD.
Sales, spares, service. Rugby St., Broughton Lane,
Manchester, 7. Phone, Blackfriars 9664-5. 222-721

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-696

FODEN
USED UNITS, Whitefield, Burnley (phone 2262).
OG and DG units and spares. 222-653

COMPREHENSIVE range of all Foden and Gardner
spare parts. Gardner exchange engines in stock.
HAZLEMEKE MOTOR CO. (WALTHAM ABBEY),
LTD. Phone, Waltham Cross 2275-6-7. 222-868

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-697

FORD
USED UNITS, Whitefield, Burnley, (phone 2262).
ET6, 7V, Canadian WOT/213/6. 222-654

FORD V8 engines, complete with water pumps and
clutch assembly, bench tested, packed in a non-
returnable wooden case, £37 10s. ex works.
J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone.
Alrewas 354-5-6, ext. 5. 222-640

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-698

FORD 30 first-class rebuilt English Ford V8 30 h.p.
engines.
30 Of similar quality Canadian Ford 30 h.p. complete,
selling first, order before too late.

J.G. AUTO SPARES CO., 109 Fulham Palace Rd.,
London, W.6. Cables, Carpalcor. Phone, Riv
3636. 222-727

FORD Thames ET7 cab, front and rear axles, £45.
PETERBOROUGH ENGINEERING CO. LTD., 36-42
Eye Rd., Peterborough. Phone 66161. 860-14

GARDNER
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255
222-918
A56

Spare Parts and Supplies (contd.)

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-699

GARDNER LW engine spares. Full and comprehensive
stock of all parts at low prices.
E. TREM AND CO. LTD., Hawtry Rd., Farningley,
near Doncaster. Phone, Farningley 203-4. 860-434

CHARLES COPPOCK, LTD. Engines and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 860-32

G.M.C.
COMPREHENSIVE stocks of spares, parts and replace-
ment units for G.M.C. Don Everall, Ltd., distribu-
tors, Cleveland St., Wolverhampton. Phone 23212. 222-904

JAYGEE. For engines, gearboxes, axles and all other
spares. Phone, Riv 3636, or write J.G. Auto Spares
Co., 109-111 Fulham Palace Rd., Hammersmith, W.6.
222-728

GUY
USED UNITS, Whitefield, Burnley (phone 2262).
New and used spares available for Wolf, Vixen, Otter,
Arab, Warrior and Invincible. 222-655

CHARLES COPPOCK, LTD. England and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 860-31

INTERNATIONAL
NEW and second-hand spares for all International
trucks and tractors. Appointed dealers.
GRAHAM ENGINEERING CO. LTD., 1112 Harrow
Rd., London, N.W.10. Ladbroke 6983. 222-797

LEYLAND
USED UNITS, Whitefield, Burnley (phone 2262).
Most units and spares, passenger and commercial. 222-656

LEYLAND. All spares in stock (new), Mk. II, Hippo
Martindale, Chorley. Phone 3504. 222-681

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-700

CHARLES COPPOCK, LTD. Engines and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 860-30

MAUDSLAY
USED UNITS, Whitefield, Burnley (phone 2262).
All models. 222-658

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-701

COMPREHENSIVE stock of spares and exchange units.
Cromard liner stockists. Fully equipped diesel work-
shops with a good stock of C.A.V. and Simms spares
and exchange units.

TOWER BRIDGE GARAGE (ENGINEERING), LTD.,
178a Tower Bridge Rd., London, S.E.1. Phone, Hop
0461-2, 3228. 222-713

FOR sale, all parts for conversion of Maudslay 4-wheeler
into a twin steer. Box CM6012, care of "The
Commercial Motor." 860-428

MORRIS AND MORRIS-COMMERCIAL
USED UNITS, Whitefield, Burnley (phone 2262).
Most units and spares, passenger and commercial. 222-657

MORRIS-COMMERCIAL SERVICE PARTS.
MOST COMPREHENSIVE STOCKS IN THE LONDON
AREA.

STEWART AND ARDERN, LTD.
MORRIS-COMMERCIAL HOUSE,
(DAY AND NIGHT SERVICE AND SPARES),
QUEENSBURY ROAD,
NORTH CIRCULAR ROAD,
WEMBLEY, MIDDLESEX.
Alperton 2121 (five lines).

AND AT
MORRIS HOUSE, THE VALE, ACTON, W.3.
Shepherd's Bush 3130.

MORRIS HOUSE, 200 BROMLEY ROAD, S.E.6.
Hither Green 4482.

MORRIS HOUSE, 543 HIGH ROAD, ILFORD.
Ilford 2225.

MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.15.
Stamford Hill 1234. 222-637

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-702

OIL-ENGINEED SPARES
USED UNITS, Whitefield, Burnley (phone 2262).
All makes oil-engine spares. 222-659

CONVERSION engines and exchange units, all models.
£20,000-worth Perkins spares. Day and night service.
Parts sent anywhere U.K. Perkins diesel signholders.
Conversion specialists. Church Road Motors, Ltd.,
Hedgeh, Essex. Phone 37771. 860-299

Spare Parts and Supplies (contd.)

PERKINS
USED UNITS, Whitefield, Burnley (phone 2262).
All spares available. 222-660

COACHES AND COMPONENTS, LTD.
465-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines). 222-901

AS official signholders we hold a full range of genuine
spares and exchange units. Conversion specialists. 222-677

DISMANTLING R6, P6 and L4. C.V.S. Ltd., Scotch-
man Lane, Morley, Leeds. Phone, Morley 1847. 222-902

P6 Heads, part-exchange service. (Your old cracked
and scrap head accepted). All valve seats built up and
precision ground to standard (not inserts). New pistons
fitted, surface ground, pressure tested, guaranteed. Greatly
reduced price against new. 222-680

ANGELL AND WILLIAMS (PECKHAM), LTD.
Sumner Rd., S.E.15. Rodney 3559. 222-681

HALLS (FINCHLEY), LTD. official signholders, have
the most comprehensive range of Perkins and Seddon
spares in London and the Home Counties. Phone, write
or call for orders to—

HALLS (FINCHLEY), LTD.
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). 222-671

WIGGS AND SONS, LTD., for Perkins sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. 222-621

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-700

ROWE HILLMASTER
WIGGS AND SONS, LTD., for Rowe sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. 222-621

SCAMMELL
USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 8- and 6-wheelers, also MH3 and H.M. 222-660

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-701

GARDNER 6LW parts for Scammell units for disposal.
Offers invited. Phone, Gla 2109. 860-4714

SEDDON
USED UNITS, Whitefield, Burnley (phone 2262).
Most spares available. 222-662

HALLS (FINCHLEY), LTD. Seddon distributors, have
the most comprehensive range of Seddon and Perkins
spares in London and the Home Counties. Phone, write
or call for orders to—

HALLS (FINCHLEY), LTD.
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). 222-671

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-702

SENTINEL
USED UNITS, Whitefield, Burnley (phone 2262).
Most spares available. 222-663

WIGGS AND SONS, LTD., for Sentinel sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. 222-621

THORNYCROFT
USED UNITS, Whitefield, Burnley (phone 2262).
Units and spares for Sturdy and Trusty, etc. 222-664

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. 222-703

VULCAN
USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 3VF, 6VF and 6PF models. 222-665

WIGGS AND SONS, LTD., for Vulcan sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. 222-621

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan
and Perkins spares service. Exchange engines and
units from stock. High Cross Rd., Tottenham, N.17.
Phone, Tot 4317. 860-6035

SPARES for 6PF diff., rear axles, gearboxes, new and
used. ABCO, Eastern Green Rd. Coventry 66134. 860-41

UNCLASSIFIED
USED UNITS, Whitefield, Burnley (phone 2262).
Engines, gearboxes, axles, springs, wheels, most
types available. 222-666

Spare Parts and Supplies (contd.)

SPARES available
also large quantities of
S. Morgan and
P. Morgan. Bishop's

BURTS MOTOR
B differential for
BUTTS MOTOR
engines, gearboxes,
clutches, etc. Comm
Chevrolet. Comm
baker, etc. Full
prices. 1-7 Hild
well and 4723.

COMMERCIAL
spare parts of
AMMAS MOT
S.W.18. Phon

FLASHING 12
24-volt, comm
switch, flash
L. W. VASS, LT

BREAKING: 19
good cab. T
One F.W.
Dodge Perkins P
the 14th. Scamm
Henry Randall, St

SPARES for all
C. L. L. Ltd., C
444-5-6.

PERKINS engine
chargers. Har
3 Poles Park, E

DISMANTLING
Dennis Max,
TMA, Trident, Stu
and most other m
models and sources

RUSH GREEN
S. Stevenson 174

DISMANTLING
D. 2- and 5-ton
3. Conner, Mar
4. Leyland Lin
Morris-Commercial
8- and 6-wheelers,
and many others.
Birmingham, 9.

CLUTCH plate,
Albion Chiefta
into ram tipper,
order to Stewart

TWINPOST uni
mobile air co
compressor, E
Holloway Rd., Lo

USED UNITS.
Most parts av

AXLES
USED UNITS.
For axles of a

1,000 Axles,
Scotchman
Morley 1847.

PEAR sales av
R 2 x 4, Austin
on B.M.C. differ
C. MORGAN AN
ton. Phone, I

J. CHARLTON,
Hypathia St., B
AXLES for all m

REDFORD Eaton
B. Neilson, of M

BA

BALL and roller
stock, lowest p
bearing, 865-921
6174 (ext. 24).

BATTER

HEAVY-DUTY
12, 15, 17-5 am
Amphill, Bed

TROLLEY-MOUN
slave batteries,
17 amp. hours, 2
amp. by 16
used £20 each, our
country.

R. E. TREM AN
near Doncast

QUANTITY used
available in good
Mr. G. Lucas,
lower. Phone, Mu

BODIES

CURRENT BUTL
new commercial
motor expert work
011-617.

Turnley (phone 2262)
inside and twins, etc.
222-67

32, by 6, 34 by 7
Turner, Ltd., 222-77

PUMPS

3,500 r.p.m., 1/4
Lewton Metal
222-68

YE

safe, certain and im-
to Apex Chemical
C.C.2.

RS

Turnley (phone 2262)
liable most makes of
land, A.E.C., Foden,
dale, Chorley. Phone
222-68

VEHICLES AND SPARES

used radiators for all
222-74

RS

Specialists in reversing
springs; 2-day service
Gloucester 224-34
222-78

NGS

Works, Springfield Rd.,
ham 8967 (three lines)
repairs of laminated
transport and private
863-414

PAIRERS OF LAMINATED

ty and helper sprin-
tain Springs, Ltd., 7
4503. 222-61

heavy-duty main lorry

Clapham Rd., London
222-90

most models C.V.S.

Yorks. Phone 100
222-91

AGE TANKS

petrol, oil, water, etc.
222-44

ING), LTD., Colford

minium, weight 2 lb.
3 ft. 10 in. long, 6 in.
tails, Ltd., Sandy Lane,
1444-5. 222-61

for disposal, 500 lb.

gal., list on applica-
5 North Rd., South-
222-46

allion tank, pump, (100

rt Maint., Fulham 310
860-60

Spare Parts and Supplies (contd.)

COACH SEATING

FOR all types of vehicles, new tubular or coachbuilt
seats for coaches and buses; coach interiors retrimmed
throughout.
NEW season's moquettes and vinyls.
Our representative will call and give estimate without
obligation.
TRANSPORT SEATING, LTD., 60 Penn St., Birming-
ham, 4, Victoria 5901-2-3 or Aston Cross 5909.
222-739

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in com-
mercial units, reconditioned or supplied. 16a Osten
New, S.W.7. Fremantle 9323. 222-638

SILENCERS

SERVAIS straight-through silencers to fit all petrol and
diesel commercial vehicles, increase power and save
fuel. Servais Silencers, Ltd., Ashford Rd., London, N.W.2.
Gloucester 0023 (three lines). 860-802

SPEEDOMETERS AND MILEAGE RECORDERS

AUTO TEMPO METER CO. Repairs and rebuild
exchange speedometers, all types of flexible drives
checked. 140-2 King's Cross Rd., London, W.C.1.
Terminus 0633-4. 222-865
SPEEDOMETER SUPPLY CO., LTD. Repairs by
3 returns. 34 Shelton St., London, W.C.2. (Established
1912) Covent Garden 2666-7. 222-988

SPEED RECORDERS

RECORDING speedometers completely check vehicle
performance and we shall be glad to send details of
the range of models we can supply. Easily fitted and
will show big savings in fuel, tyres, maintenance, accident
costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley,
Oxford. Phone. Oxford 78116-7. 222-902

TIME RECORDERS

SERVIS recorders register automatically the exact
running and standing times of vehicles.
Every minute of every journey is accounted for
clearly on a simple tamper-proof chart.
REDUCTION of running costs follows inevitably when
you know the journey facts.
VEHICLES can then be scheduled for journeys and
maintenance with maximum efficiency.
IT is a good idea to write for descriptive literature to:—
SERVIS RECORDERS, LTD., 19 London Rd.,
Gloucester. Phone. Gloucester 24125. 222-623

TIPPING GEARS

EUBRO B AND E TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and
heavy dumper equipment, end- or 3-way tipping
rims and bodies in timber or steel, also conversions;
ideal for farm equipment, etc. Head office and
works: Quebec St., Bolton. Phone. Bolton 5210. London
Dept. 258-264 Goldhawk Rd., W.12. Phone. Shepherd's
Bush 1045 and 7813. 222-908

100 Second-hand tipping gears in stock. C.V.S., Ltd.,
Scotchman Lane, Morley, Yorks. Phone 1847. 222-950

SPENBOROUGH tippers, power hydraulic, handscrow
and/or 3-way. We manufacture the most comprehen-
sive range; specialists in steel or timber bodies; we can
convert your truck into a tipper. Full particulars from
Spensborough Eng. Co., Ltd., Beckenham, Kent, or
from Messrs. B.B. Sales, Ltd., 68 Clapham Rd., London,
S.W.4. 222-900

SPARE PARTS AND SERVICE UNITS FOR ALL MAKES OF

HYDRAULIC TIPPING GEARS.

NEW TIPPING GEARS FROM STOCK.

WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD,
TIVDALE, TIPTON.
Tip 2721-2. 222-780

EUBRO 4LNS twin-rim front end gears available from
FORD AND SLATER, LTD., Gwendolen Rd., Leicester
LE11 7. 222-685

Spare Parts and Supplies (contd.)

PILOT tipping gear spares. Full range of parts always
in stock at:—
D.B.S. COACHWORKS, LTD., 24a St. Marks Rd.,
North Kensington, London, W.10. Phone.
Ladbroke 0493, 1768. 222-714

NEW Edbro gears, suitable for Ford Trader range,
available from stock or fitted to your chassis, quick
turn-round.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley
Rd., East, Oldbury, near Birmingham.
Broadwell 1840 and 2800. 860-157

EDBRO GEARS

IN THE NORTH EAST.
AUTHORIZED STOCKISTS OF ALL EDBRO
PRODUCTS.

SALES AND SERVICE.
RELANCE GARAGE CO. (BRIGHOUSE), LTD.,
WAKEFIELD ROAD,
Phone. Brighouse 1677. 860-197

WESTON tipping gear.

MAIN agents London, Home and Southern Counties.
Full service facilities and large stock of replacement
units and spares.
QUOTATIONS for complete rebuilds, including steel
bodies 3 to 7 cu. yd.
CONSULT us on all tipping-gear problems.
SOUTHERN HYDRAULIC, LTD., 11 Victoria Crescent,
S.W.19. Phone. Liberty 2497-8. 860-641

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953

Published in association with "The Commercial Motor"

Crown 8vo Paper Covers

From Booksellers 1s. 6d. net or direct from the
Publishers (postage 2d. extra)



TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C1

PILOT WORKS, LTD. Hydraulic tipping gears, 3-18
tons. Specialists in alloy, steel and wooden bodies.
Manchester Rd., Bolton. Phone 5545-6-7. London office:
3 Southampton Place, W.C.1. Phone. Chancery 5130.
860-897

MILSHAW TIPPING GEAR CO. Hydraulic and
handscrow gear, all types of power take-off units, and
models Birch Lane, Bradford. Phone 2771-2. 860-781

TOW ROPES

15-FT. heavy steel wire tow ropes, complete with hooks,
and chains. £3 each, carriage paid, cash with order.
Cunderly and Stewart, Ltd., Alfreton, Derbyshire. Lea-
brooks 477. 860-805

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided
S by fitting with Tyreprim (reg.) anti-adhesive. For
covers frozen to untreated rims apply Constat (reg.)
penetrant-lubricant. Guaranteed harmless to rubber.
From all main factors. 222-864

Spare Parts and Supplies (contd.)

CLAPTON TYRE SERVICE, sound part-used tyres,
32 x 8 T.T., 65s.; 32 x 6 H.D., 80s.; 250 x 20,
8.25 x 20, 100s.; 36 x 8, 9.80 x 20, 115s.; 10.50 x 20,
135s. Money refunded if tyres not approved. Send cash
with order. 100s. Crickfield Rd., Clapton, London, E.5.
Phone. Amh 7073. 222-875

36 x 8 12-ply, £23 7.50 x 20 Cross Country or
civilian tread, 8-ply, £12; 10.50 x 16 remoulds, £11;
7.00 x 16 remoulds, £5. All carriage paid.
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255.
222-924

TYRES, tubes, all sizes, new, remoulded, second-hand.
The British Rubber Co., Baldon, Yorks. Shipley
55427. 222-889

SOUND part used tyres and tubes. We invite you to
inspect. Cyril Foeleman, Ltd., 74a Bow Rd., E.3.
(Tomlin Grove.) Phone. Advance 4151. 871-8205

20 Leyland wheels, tyres and tubes, 9.00 by 20, as new,
for quick sale, £15 each. Colnbrook 2072. 860-310

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash.
H. Matthews, Ltd., 97 Stockwell Rd., London,
S.W.9. Brixton 2026. 222-936

11.00 X 20 and 7.50 x 20 T/G tyres, in first-class
condition. Box CM5911, care of "The Commercial
Motor." 860-8725

WELDING

BARIMAR, for scientific welding repairs under Barimar
money-back guarantee. Cracked and broken cylinder
blocks and heads, cracked and worn valve seats, smashed
crankshafts, broken crankshafts and all other motor and
diesel parts perfectly repaired by Barimar. Speedy
delivery and low costs. Barimar House, 22-24, Pen-
borough Rd., Fulham, London, S.W.6. Renown 2147-8.
Night calls. Renown 2148. Grams, Bariquamar, Walgreen,
London. Branches at Birmingham, Newcastle-on-Tyne,
Manchester and Glasgow also operating at full blast.
222-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the
specialists in welding, repairs to defective crankcase
blocks, heads, sumpboxes, etc.
TRAFALGAR BRIDGE WORKS, Sumner Rd.,
London, S.E.15. Rodney 3559. 222-602

WHEELS

LARKIN FORGE, LTD., Spring Works, Springfield
Rd., Chesham, Bucks. Phone. Chesham 8967 (three
lines), 8902 (two lines), undertake to repair, rebuild or
convert to specific requirements wheels of all types with
shot-blasted and colour finish. 863-8145

USED UNITS, Whitefield, Burnley (phone 2262).
All makes and types in stock. 222-678

BEDFORD, Commer, A.E.C., Ford and most others.
Also wide-base conversion sets, 20,000 in stock.
TURNER AND KNIGHT, Southfield Paddock, Poppe-
Lane, Ealing, W.5. Ealing 4298. 222-728

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone. Bolton 9671.
2,000 wheels in stock of all types and sizes. English
and American. 222-715

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of
commercial vehicles, including Austin, Bedford,
Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents,
Ltd. 327-9 High Rd., Chiswick, London, W.4. Chiswick
2286-7. 222-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial
Estate, Luton 52371, for Bedford wheelbase extensions.
867-8680

WINDSCREENS

PERSPEX cut to size and pattern, Denny, Ltd., 13
Netherwood Rd., W.14. See 5152, 1426. 222-111

WINDSCREEN assemblies, half-drops, sliding windows,
manufactured alloy brass-steel. Quick frame repair
and re-lacing service. British Steel Frame Co., Ltd., 205
Cambridge Heath Rd., London, E.2. Shoreditch 3272-5.
222-603

MISCELLANEOUS ADVERTISEMENTS

BUSINESSES, PREMISES, OFFICES, ETC.

FURNITURE removals business on the South Coast,
£3 three B licences, good turnover. Box CM582, care of
"The Commercial Motor." 860-8685

FOR sale, well-known garage, service station and car
sales business on main trunk road Central Scotland.
Annual turnover £100,000; petrol sales approaching 100,000
allons; new car agency for leading make; extensive and
over-growing second-hand car sales; 25-acre of ground
available for extension. For further particulars (principals
only) apply Box CM608, care of "The Commercial
Motor." 860-354

FOR sale, motor coach business, London area, estab-
lished over 30 years, owner retiring, four coaches,
valuable licences, good private hire connections, £8,000.
also covered garage for 6-8 coaches with pit, storage space,
office and storeroom, rent £400 p.a., excl. Main road
looking office with living accommodation, rent £100 p.a.
incl. Both let on lease. Box CM607, care of "The
Commercial Motor." 860-333

METROPOLITAN A-licensed tipper, unladen weight
13 tons 2 cwt., for sale; expiry date 1962. Box
CM610, care of "The Commercial Motor." 862-8722

Miscellaneous Advertisements (contd.)

LIMITED CO., near London, whose assets are 1959
Commer TS3 artic.; 1959 Commer TS3 4-wheeler;
1958 Dodge 7-8-tonner and 1953 Seddon-Scammell artic.;
and approx. 17 tons A licences for general merchandise,
etc.; expires 1965. Full particulars on request. Wilde
and Bennett, Hadfield. Phone. Glossop 2902-3. After
hours 2356. 860-342

Businesses, Premises, Offices, etc., Wanted
SMALL haulage business required for own use, one or
two vehicles with A licences preferred, or special A.
Metropolitan or Eastern area. Box CM593, care of "The
Commercial Motor." 862-8713

WANTED by well-established group of transport com-
panies haulage business with special A, ordinary
A or B licences covering the carriage of foodstuffs, based
upon Liverpool, Grimsby, Plymouth or South Wales,
availability of premises an advantage but not essential.
Box CM562, care of "The Commercial Motor." 860-72

WANTED by old-established firm in the north-west,
transport business in the Metropolitan Area, North
West and North East England and Scotland—A licences
and S licences. Box CM462, care of "The Commercial
Motor." 860-462

Miscellaneous Advertisements (contd.)

TRANSPORT company wanted. Metropolitan Area,
T general goods. Up to eight vehicles A or wide-range
B licences. Required for own use not for resale. Apply
Box CM5915, care of "The Commercial Motor." 860-456

WANTED, haulage businesses with special A licences—
ordinary A licences and B licences in any part of
the country or, alternatively, we are prepared to sell your
business for a commission as we have numerous clients
on our books.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone. Glossop 2902-3.

AFTER HOURS 2356. 860-342

REQUIRED, A-licence haulage business, Liverpool,
London and East Midlands areas. Box CM605, care
of "The Commercial Motor." 860-192

SMALL haulage business required, A licences preferred,
for own use. A. Springall, Ltd., Plumstead Common,
S.E.18. Woolwich 5313. 860-514

Miscellaneous Advertisements (contd.)

ACCOMMODATION

HYDRO HOTEL, Sea Front, Paignon. The most popular coaching hostelry in the West Country. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for week-ends. Friday to Monday, throughout 1960. Also facilities for luncheons. Two restaurants available. Write for details and illustrated brochure to Mr. Philip Fugh, M.F.C.I., 860-463.

AUCTIONS

GODDARD, DAVISON AND SMITH, L.TD.
THE AUCTION HALLS,
PUTNEY BRIDGE APPROACH, S.W.6.
Renown 6101-3.

SALES EVERY MONDAY OF COMMERCIAL VEHICLES OF ALL DESCRIPTIONS.

ENTRIES ACCEPTED EVERY WEDNESDAY.
zzz-870

BUCKNELL, SHROPSHIRE.

On the Central Wales Railway; Craven Arms 8 miles. Hereford 24 miles. Shrewsbury 28 miles. Worcester 40 miles. Wolverhampton 44 miles.

SALE BY AUCTION OF PLANT AND HAULAGE EQUIPMENT.

All in first-class condition, surplus to the requirements of Messrs. B. and J. Davies (Bucknell), Ltd., Timber Merchants and Saw Mill Proprietors.

7 CATERPILLAR TRACTORS, 2 D6s, 2 D4s, and 3 D2s, some being fitted with angle dozers and winches; D4 and D2 CATERPILLAR ENGINES and Spares; FODEN AND A.E.C. ARTICULATED POLE AND BOLSTER WAGONS; A.E.C. Tractor with Jib; A.E.C. Chassis; 10 TRAILERS (1 to 20 tons) including a Multi-wheeled Semi-low Loader; COMMER, SEDDON AND CHEVROLET VANS AND LORRIES, some diesel engine; Factory trucks, Motocart; Tar Sprayer; A.C. and D.C. Generating sets and motors; Crypton electrical test bench; Motorised Belt Conveyors, Saw Benches, Water Pumps, Ladders, Steps; Sundry spares for Foden, A.E.C., Commer and Chevrolet petrol and diesel engines; and miscellaneous other equipment.

WEDNESDAY, JUNE 29, 1960.
Open View during the week commencing June 22nd, or before that date by appointment.
Catalogues and other detailed information may be obtained upon application to:—

JACKSON AND MCCARTNEY.

Auctioneers, Head Office: CRAVEN ARMS, SHROPSHIRE. Phone 2185. 862-8738

BRITISH ROAD SERVICES, L.TD.

(WESTERN DIVISION).
IMPORTANT SALE

"AT THE BARRY DEPOT"
CARDIFF ROAD, CADOXTON, BARRY, GLAM.

Auctioneer: R. LLEWELLYN TAMPLIN.
On instructions of the BRITISH ROAD SERVICES, L.TD., will conduct a Sale by PUBLIC AUCTION (without reserve)

APPROXIMATELY 80 COMMERCIAL VEHICLES AND MOTORCARS.

ALSO A
QUANTITY OF COMMERCIAL VEHICLE SPARES,
PLANT AND EQUIPMENT.

FRIDAY, JUNE 17, at 10.30 a.m. prompt.

VIEWING:—
WEDNESDAY, JUNE 15, AND THURSDAY, JUNE 16.
By Catalogue Only, 10 a.m. to 6 p.m.

Catalogues, 1s. each, post free, from the Auctioneer.

NEWPORT MOTOR SALES, L.TD.

EAST CANAL WHARF, CARDIFF.
PHONE. CARDIFF 21958. 860-7

CONTRACTS FOR HIRE AND WANTED

OWNER-DRIVER wants contract-A or C hiring licence for new 7-tonner or vehicle to suit clients' requirements. Box CM576, care of "The Commercial Motor." 860-480

OWNER-DRIVER 7.9-ton new long-wheelbase drop-side lorry urgently seeks contract, anything considered; conscientious worker; experienced timber. Gra 2428. 862-86331

CONVERSIONS

HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END
CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, L.TD.

SOUTHAMPTON 28331 (EIGHT LINES).
zzz-955

A60

Miscellaneous Advertisements (contd.)

PETROL ENGINES.

PETROL TO DIESEL

CONVERSION UNITS.

PRALLS (HEREFORD), L.TD.

HOLMER ROAD, HEREFORD.

Phone 4221 (six lines). 860-815

CONVERT YOUR VEHICLES

TO

FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN
NOW BE FITTED WITH THE COST-CUTTING FORD
4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-6. zzz-929

FINANCIAL AND PARTNERSHIP

WELL-KNOWN ex-operator (traffic and legal expert) would welcome part-time directorship (goods or passenger) more as matter of interest than for large remuneration. Box CM603, care of "The Commercial Motor." 860-121

INSURANCE

PAUL CHILDS, L.TD.

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. zzz-707

LUBRICATING OIL

BEST-QUALITY lubricating oil, SAE 40 supplied to Government by Shell, in 41-gal. Jerricans, 88s. per can, delivered 200 miles, in 100-can lots, gear oil same price.

L. W. VASS, LTD., Amphill, Bedford. Amphill 3255. zzz-683

MISCELLANEOUS

UPHOLSTERY hides for sale, by Connolly and Bridge of Wcstr, approx. 2,500 sq. ft., reduced to clear at well below market price. Box CM606, care of "The Commercial Motor." 860-334

SITUATIONS VACANT

LIPTON PRODUCTS, L.TD.

WOORNB GREEN, BUCKS.

Phone, Bourne End 1680-1-2.

AUTO ELECTRICIAN

wanted for interesting work on material-handling equipment, knowledge of electric vehicles an advantage.

STOREMAN

experienced in automotive storekeeping, able to keep complete stores records system.

EXPERIENCED FITTERS.

Good pay, good working conditions, interesting work. 860-8622

WANTED, Vauxhall-Bedford Storekeeper, high wages and commission to suitable applicant, and living accommodation, West Middlesex area. Write Box CM5716, care of "The Commercial Motor." 860-8673

A. M.I.N.I., City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148 page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

TRANSPORT Manager required for C-licensed fleet, 12-14 vehicles. Apply Hemel Hempstead Breeze and Concrete Products, Ltd., Redbourn Rd., Hemel Hempstead, Herts. 860-8716

SALESMAN, experienced Commercial for BEDFORD sales calling on the C licence holder and ancillary trades, age not over 40, permanent position, good salary, bonus, pension scheme for a man requiring satisfactory position with a family business of Bedford dealers, area S.E. Essex. Write giving full particulars of past experience to:— Box CM599 care of "The Commercial Motor." 860-8721

EXPERIENCED commercial vehicle salesman required by main Bedford dealers, good basic salary and commission with car provided for a man of experience, proven results and integrity. Lawson Pigott Motors, Ltd., 184-6 East Barnet Rd., New Barnet, Herts. Barnet 1061. 860-17

COMMERCIAL fitter required for night service and recovery work in Ilford district, main distributors, good pay and working conditions, pension scheme and overall facilities. Applications and reference, particulars to Works Manager. Box CM604, care of "The Commercial Motor." 862-8739

Miscellaneous Advertisements (contd.)

WORKS MANAGER.

WE INVITE APPLICATIONS FOR THIS KEY POSITION, TO CONTROL A STAFF OF 150 ENGAGED IN ALL ASPECTS OF THE REPAIR, MAINTENANCE AND OVERHAUL OF LONDON TAXICABS.

First-class technical and administrative experience in transport is called for plus an ability to plan and develop this specialized business. Salary according to experience and qualifications; car provided; pension scheme in operation.

Write stating brief details in confidence to:

GENERAL MANAGER,

LONDON GENERAL CAB CO., L.TD.

1-3 BRIXTON ROAD, S.W.9. 860-332

EXPERIENCED commercial salesman, required by West Country Routes main dealers. First provided. Box CM5913, care of "The Commercial Motor." 860-8721

LIBYA. First-class heavy equipment and vehicle mechanics required for service in Tripoli and Benghazi. Applicants must be of single status (married quarters are not available) and understand the importance of keeping expensive heavy equipment operating at all times. Experience of Euclid, Caterpillar, Scammell, etc., essential. Candidates must also possess certificates of competency, e.g., City and Guilds, Technical College, etc., and none other can be considered. Salary approx. £11,000 (£1 Libyan equals £1 sterling). Details to Box JN17, c/o 95 Bishopsgate, London, E.C.2. 860-10

RETAIL commercial sales manager required by dealer in Liverpool, must be capable of developing volume business, including part-exchange transactions, good salary and bonus with pension scheme after probationary period, age group 35-45 years. Apply, giving full details of career and remuneration required; this would be a permanent appointment to suitable applicant. Box CM609, care of "The Commercial Motor." 860-25

SITUATIONS WANTED

SALES Manager, highly successful, offers his services to a Vauxhall, Bedford main dealer, extensive experience in this capacity, sound integrity. Box CM5813, care of "The Commercial Motor." 860-8607

TENDERS

CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND

DELIVERY OF TWO

4-5-TON CHASSIS AND CABS.

Documents from City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by July 13, 1960.

(J.6235.) THOMAS ALKER.

Town Clerk. 860-4

MINISTRY OF TRANSPORT.

SNOW CLEARING VEHICLES.

THE MINISTER OF TRANSPORT INVITES

TENDERS FOR THE SUPPLY OF:—

10 LIGHT 4 X 4 CHASSIS AND CAB.

FOUR HEAVY 4 X 4 CHASSIS AND CAB.

THREE 6 X 6 CHASSIS AND CAB.

Copies of the specifications may be obtained from the Chief Mechanical Engineer, Ministry of Transport, Room 401, 21-37 Hereford Rd., London, W.2.

Tenders should be sent in a sealed, registered envelope endorsed "Tender for snow-clearing vehicles," but not bearing any name or indicating the sender, and addressed to the Assistant Secretary, Ministry of Transport, 21-37 Hereford Rd., London, W.2, to arrive not later than 4 p.m. on Thursday, June 16, 1960.

The Minister does not bind himself to accept the lowest or any Tender.

G. G. D. HILL.

An Assistant Secretary. 860-11

BOROUGH OF WEMBLEY.

SUPPLY OF

(A) LIGHT VAN.

(B) MECHANICAL SHOVEL.

Particulars obtainable from Maintenance and Transport Engineer, Town Hall, Wembley. Closing date June 24, 1960.

BEDFORDSHIRE COUNTY COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY

OF:—

ONE

HOSE LAYER/FOAM TENDER.

MOUNTED ON BEDFORD 6-TON CHASSIS.

Details and copy of specification may be obtained from The Chief Fire Officer, Fire Headquarters, Britannia Rd., Bedford, to whom tenders must be forwarded on or before July 31, 1960.

The Council does not bind itself to accept the lowest or any tender.

T. B. GOODMAN.

Chief Fire Officer. 860-34

Miscellaneous

TENDERS INV

REMOVAL OF

VEHICLE

BRECK

Documents from

publishers, Liverpool.

(J.6244.)

BOOKS

MAINTENANCE

59. A life history

of British and

DEISEL oil stock

descriptive lists

CHARWOOD

Leicester.

"MODERN C

Taylor. A 6

with information of

of British and

one from bookstall

publishers, Temple

London, E.C.1.

LONDON WHAR

guide to the wh

Tollington to Gra

the wharves togeth

realities. A pull-o

London's dock area

1/4 in. (laminated

and covers) for pos

respectively by pos

limited, Bowling G

THE ROAD TR

I.G. Mackenzie

in specialized wor

repair and overha

a transport of good

low the basic prin

economics of oper

transport law and

Price 21s. net from

publishers, Temple

London, E.C.1.

WHOS WHO IN

Motor and Comm

prehensive guide to

industries, and to a

size. Includes sec

Motor Clubs and a

Price 42s. net from

publishers, Temple

London, E.C.1.

MOTOR VEHIC

M. Second Edition

of the C

Examination in Mot

the book is designe

of the National C

Technology. It dea

mechanical proble

likely to encounter

12. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

10. 6d. net from T

FOR THIS KEY
STAFF OF IN
OF THE REPAIR
AUL OF LONDON

trative experience in
y to plan and develop
according to experience
pension scheme in

confidence to:

AGER,
AB CO., LTD.
S.W.9. 860-32

man required by Wm
First provided.
al Motor." 860-077.
Equipment and vehicle
vice in Tripoli and
single status (married)
standards the importance
ment operating at all
ppillar, Scammell, etc.
possess certificates of
Technical College, etc.
ered. Salary approx.
Details to Ben
E.C.2. 860-19
er required by dealer
of developing relations
ansactions, good salary
er probationary period
full details of career
ould be a permanent
Box CM509, care of
860-23

ANTED

l. offers his services as
aler, extensive experi-
ty. Box CM513, care
860-8602

S

ERPOOL.

THE SUPPLY AND

AND CABS.

nd Surveyor, Municipal

turnabouts by July 15.

THOMAS ALKER.

Town Clerk. 860-9

TRANSPORT.

VEHICLES.

TRANSPORT INVITED

Y OF:-

SIS AND CAB.

ASSIS AND CAB.

S AND CAB.

be obtained from the

try of Transport, Room

London, W.2.

led, registered engine

ring vehicles," but no

ecating the sender, en-

try, Ministry of Trans-

on, W.2, to arrive sat-

ay, June 30, 1960.

self to accept the lower

der.

G. G. D. HILL.

An Assistant Secretary.

860-11

VEMBLEY.

OF

N.

AL SHOWEL.

nterence and Transport

. Closing date noon

960.

NTY COUNCIL.

FOR THE SUPPLY

AM TENDER.

6-TON CHASSIS.

may be obtained from

Headquarters, Britum

Miscellaneous Advertisements (contd.)

CITY OF LIVERPOOL.
TENDERS INVITED FOR PURCHASE AND
REMOVAL OF
VEHICLES AND TRAILERS
FROM
BRECKSIDE PARK DEPOT.

Documents from City Engineer and Surveyor, Municipal
Buildings, Liverpool, 2. Tenders returnable by July 15,
1960.

J 82443 THOMAS ALKER.
Town Clerk.
860-293

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No.
M 59). A life history of each vehicle with tyre records,
engine and oil consumption, 4s. 6d. post free.
DIESEL oil stock books. Cost books, etc. Send for
descriptive lists.

CHARNWOOD PUBLISHING CO., LTD., Coalville.
222-869

"MODERN CLEANSING APPLIANCES," by Ashley
M. Taylor. A survey of the municipal cleansing field,
with information on its practices and appliances both in
Great Britain and abroad. Illustrated, 160 pages, 12s. 6d.
net from booksellers, or 13s. 4d. by post from the
Temple Press Limited, Bowling Green Lane,
London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A
guide to the wharves and docks lining the river from
Teddington to Gravesend. Detail facilities afforded by
the wharves together with 17 full-page maps showing their
positions. A pull-out map indicating the main routes to
London's dock area, is included. Illustrated, 104 pages.
A 6d. net (laminated paper board) and 6s. net (laminated
card covers) from booksellers, or 8s. 2d. and 6s. 7d.
respectively by post from the publishers, Temple Press
Limited, Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by
T. G. Mackenzie Junner. This textbook deals with
the specialized work of the engineer in the maintenance
and overhaul of commercial vehicles employed
in transport of goods and passengers. Its contents range
from the basic principles of vehicle maintenance to the
economics of operation, and embrace insurance, road
transport law and management. 190 pages. Illustrated.
Price 21s. net from booksellers, or 22s. by post from the
publishers, Temple Press Limited, Bowling Green Lane,
London, E.C.1. 222

WHO'S WHO IN THE MOTOR INDUSTRY (Third
Edition). A Directory of Personnel in the British
Motor and Commercial Vehicle Industries and a com-
prehensive guide to constituent companies in the two
industries, and to allied organizations and trade associa-
tions. Includes sections on the Motoring Press, British
Motor Clubs and an extensive Biographical Section. 548
pages. Price 42s. net or 43s. 6d. by post from the
publishers, Temple Press Limited, Bowling Green Lane,
London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK
(Second Edition), by F. K. Sully. Based on the
guidance of the City and Guilds of London Institute
Examination in Motor Vehicle Service Mechanics' Works.
This book is designed for students entering for the Award
of the National Craftsmen's Certificate in Automobile
Technology. It deals with many of the mathematical and
mechanical problems which a motor-vehicle mechanic is
likely to encounter in his work. Illustrated, 237 pages.
18. 6d. net from booksellers or 13s. 4d. by post from
the publishers, Temple Press Limited, Bowling Green
Lane, London, E.C.1. 222

**ONLY BROWNS CAN
GIVE YOU THIS VALUE!**

Protect your vehicles with a
BROWNS MULTI-PURPOSE BUILDING
at a very moderate cost



Needs no painting or maintenance. Made of
no-proof Western Red Cedar Wood or clad in
22 gauge Galvanized Corrugated Sheet.
Manufactured by experts in a range of sturdy stan-
dard sizes in three different widths—18 ft., 24 ft.
and 30 ft., to any length in bays of 8 ft., 10 ft.,
12 ft., or 14 ft. **PRICES FROM £85.10**

BROWNS OF WEM Tel: WEM
242 & 130

Manufacturers of Garages, Deep Litter Houses
Greenhouses, Cedar Bungalows, Cantenons
Immediate FREE delivery from stock
R.P. terms and Erection Service available
E.C. BROWN, FOUR LANE ENDS, WEM,
SHROPSHIRE. Tel: WEM 946 & 130

**WRITE FOR FREE
ILLUSTRATED CATALOGUE**

TRAILERS

A wide range of SEMI-TRAILERS from
8 tons to 17 tons.

Literature sent on request.

PRIMROSE GROUP SALES
Citheroe Rd. Whalley, Lancs. Tel: 3315

Books and Publications (contd.)

**"THE COMMERCIAL MOTOR" TABLES OF
OPERATING COSTS** (3rd edition). Contains 11
operating cost tables for petrol, oil and electric goods and
passenger-carrying vehicles. Explanatory articles provide
an introduction to the Tables, show how to record tyre
costs and explain a system of cost recording. New
features in this edition are a useful address section and
tables showing wage rates, the cost of fuel and a 10-year
comparison of costs. 56 pages, 3s. 6d. net from booksellers,
or 3s. 6d. by post from the publishers, Temple Press
Limited, Bowling Green Lane, London, E.C.1. 222

**THE OPERATORS' GUIDE TO THE TRANSPORT
ACT, 1953.** Explains the process of denationalization
of road goods transport and the rights and liabilities of
road transport operators. 32 pages, 1s. 6d. net from
booksellers or 1s. 8d. by post from the publishers, Temple
Press Limited, Bowling Green Lane, London, E.C.1. 222



**Shell
Chemicals**

A vacancy occurs in London Office for an

**ASSISTANT
AUTOMOTIVE
ENGINEER**

Candidates should be aged 21-25 and hold
Higher National Certificate in Mechanical
Engineering and G.M.I. Mech.E. or similar
qualifications.

The post involves assistance with problems
associated with transport and bulk storage of
chemicals. Previous experience is not essential
but some knowledge of automobile engineering,
chemical plant and liquid systems would be an
advantage.

Salary according to age, qualifications and
experience. Generous Pension Scheme and
other benefits.

Write with full details (quoting Reference
AAE 110) to:

Shell Chemical Company Limited
Personnel Department, 170 Piccadilly, London W.1



**You'll get a
good deal
from
'North
Central'**

'North Central' are the oldest hire
purchase finance company in the
world, and have unrivalled experience.
Their standing is undoubted — they
are a subsidiary of the National
Provincial Bank. 'North Central' are
interested in financing the purchase of
cars, motor cycles, commercial
vehicles, caravans, agricultural
machinery and all types of factory plant.

**NORTH CENTRAL WAGON &
FINANCE COMPANY LIMITED**

A Subsidiary of the National Provincial Bank

HEAD OFFICE:
120 Moorgate
Rotherham, Yorks.
Tel: Rotherham 5841

LONDON OFFICE:
Cyprus Chambers
Regents Park Road, N.3
Tel: FINchley 2633

**The Measham
Organisation**

**ANNOUNCE A
SPECIAL SALE**

**OF
COMMERCIAL VEHICLES**

**TO BE HELD AT
Sales Headquarters**

**Measham, Burton-on-Trent
Staffs**

**ON
Tuesday, June 14th, 1960**

Commencing at 11.30 a.m. prompt

This special sale is in addition
to the regular Tuesday and
Thursday Sales at MEASHAM

Included in the Sale are Vehicles
and Trailers on behalf of

BRITISH ROAD SERVICES

BRS (Pickfords) LTD.

**PUBLIC BODIES & LARGE
FLEET OPERATORS, Etc.**

also **SPECIAL ITEMS OF
EQUIPMENT**

**ENTRIES ARE INVITED
FOR THIS IMPORTANT
SALE
SEND FOR DETAILS**

**COMPLETE CATALOGUES
AVAILABLE ON THE DAY
OF SALE**

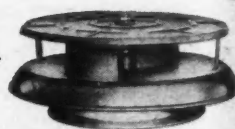
**MEASHAM MOTOR SALES
ORGANISATION LIMITED**

Measham, Burton-on-Trent
Telephone: Measham 322 (7 lines)

**Branches at
London, Manchester and Stafford**



always fresh air with

FLETTNER
**ROTARY
VENTILATORS**


BRITISH FLETTNER VENTILATOR & EQUIPMENT CO. LTD., 2 BASING HILL, LONDON N.W.11. Phone: SPEEDWELL 7469

**GREASE WHILE YOU RUN with
TECALEMIT**

FITTED at the MIDLAND CENTRE

**RYLAND
GARAGE**

ALL MAKES—SINGLE OR FLEETS

RYLAND GARAGE LTD · RYLAND STREET · BIRMINGHAM 16 · EDG 4501

MULTIWHEELER

SEMI-TRAILERS

 Single-axle
semi-trailers
of 8-10-12
tons capacity. Other models
to specified requirements.

MULTIWHEELER (Commercial Vehicles) LTD.
 Phone: BYR 1980. ROXETH GREEN AVENUE,
 Grams: MULTIWHEELER, NORPHONE, SOUTH HARROW,
 LONDON. MIDDX.

Gloucestershire — Herefordshire — Monmouthshire

WATTS of LYDNEY

FOR

COMMERCIAL and PASSENGER VEHICLES

SALES AND SERVICE IN THE WEST

Telephone: LYDNEY 392 (7 lines)

**TIPPING GEARS
AND SACKLOADERS**

★ EDBRO—B. & E.

★ TELEHOIST

AVAILABLE FOR MOST POPULAR TYPES
OF C.V. CHASSIS.

DESPATCHED OR FITTED.

ALSO WOOD, ALLOY OR STEEL BODIES.

East Anglia's Largest Stocks at:

Peterborough Engineering Co., Ltd.

Oxney Road, Peterborough Tel.: 5503

BUYING A CAR?

 In addition to supplying up-to-
the-minute details of new
models, every issue of "The
Motor" offers you a choice of
thousands of used cars of
every type and price.

The Motor
 Every Wednesday 1/-

 COMMER
AUSTIN
MORRIS
FORD
LAND-ROVER
PERKINS

CAMPBELL SYMONDS

COMMERCIAL SALES AND SERVICE

DODGE DISTRIBUTORS

 FORTY AVENUE
WEMBLEY
MIDDLESEX

ARNOLD 7771-5

FOR ALL NEW THAMES
& USED VEHICLES
DAGENHAM MOTORS

WOOLWICH

WOO 7771

TRUCK SALES DEPT.

TYRES!!! TYRES!!! TYRES!!!
H. MATTHEWS LTD.

10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

Phone, write or call

89-97 Stockwell Road, London, S.W.9.

BRIXTON 2026 (8 lines)

Export Dept. 2027.

Boys
**3RD
AXLE
SUSPENSION**
HENRY BOYS & SON LTD.
OXFORD ST. WALSALL 2181

FOR
YOUR



NEW THAMES COMMERCIAL VEHICLES

CONSULT...

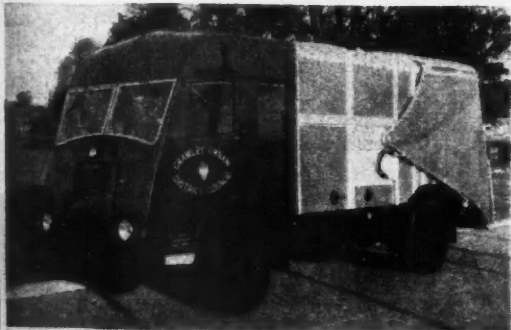
DAGENHAM MOTORS

300 NORWOOD RD., WEST NORWOOD, SE27

Telephone: GIPsy Hill 7671

DENNIS

BRITAIN'S LEADING
MUNICIPAL VEHICLE SPECIALISTS



FULL RANGE OF SPARES FOR ALL MODELS ALWAYS IN STOCK—
SERVICE AND ADVICE ALWAYS AVAILABLE FROM THE ...

MAIN DISTRIBUTORS

PERRIS & KEARON LTD.

180 VINE ST. LIVERPOOL 7

Telephone: ROYal 4262-3-4



TRADITIONALLY THE BEST

Clatonrite Weatherstrip being the original manufacture of Weatherstrip produced in this country, has outstanding advantages gained through the wealth of experience time has given to its manufacturers. Only such experience can find the answer to the problems of deciding upon the most economical section that can be used to function correctly to give ease of application, and a positive water seal. Clatonrite Weatherstrip has the added advantage of being designed to take the normal fillerstrip or our Claylastic fillerstrip which gives a high quality and lasting embellishment to the glazing rubber.

Stikastrip, our well proved sponge strip, manufactured in Neoprene and PVC as well as natural rubber, is secured in position by its own adhesive, which may be reactivated at the time of application, leading to clean working conditions and a positive bond.

Our Technical Staff is at your disposal to discuss individual applications.

HOWARD CLAYTON-WRIGHT LTD
WELLESBOURNE · WARWICK · ENGLAND

Telephone: WELLESBOURNE 316

Telegrams: CLATONRITE, WELLESBOURNE



ALL
ROUND
THE WORLD

... more and more passengers in more and more countries are having their fares collected at less and less cost to transport operators—thanks to Setright ticket issuing machines. Quicker, more accurate fare collection; exact, easy-to-read records of tickets issued and cash taken; simplified accounts and office statistics: these are only a few of the reasons why Setright Registers are the choice of passenger transport operators the world over.

**SETRIGHT REGISTERS
LIMITED**

EASTWAY WORKS, EASTWAY,
HACKNEY WICK, LONDON, E.9
Telephone: AMHurst 7186 (Private Branch Ex.)
Telegrams: Sefaregist, Easphone, London.





A WIDE CHOICE OF NEW
AND SLIGHTLY-USED DODGE
TRUCKS ALWAYS IN STOCK

KEEP YOUR EYE ON... REPAIRS, SIR

You want to **REDUCE REPAIR TIMES** on your **DODGE Trucks**:
You want **Spares delivered right on the dot**—

FERRARIS **DODGE** SERVICE DOES JUST THAT

FULL RANGE OF FACTORY-RECONDITIONED EXCHANGE ENGINES OFF THE SHELF
Ferraris-reconditioned Clutch Assemblies, Water Pumps, Petrol Pumps, Gear Boxes and Differentials
LET'S START TO WORK TOGETHER, SIR

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon. Telex No. 21215 London. GLAdstone 2234 (6 lines)

*In the long
run you'll
do better
with*



Taskers TRAILERS



There's a Taskers "job-developed"
trailer for virtually every need—
from 2 tons up to 35 tons.

Get in touch with

TASKERS OF ANDOVER (1932) LTD., ANDOVER, HANTS
Telephone: ANDOVER 2312 Telex: ANDOVER 47-539

**W. J. BOYES
& SON LTD**

GARDNER

OIL ENGINE SPECIALISTS

ERF

**SALES
SERVICE
SPARES**

Commercial Vehicle Specialists

BLENHEIM GROVE, PECKHAM, LONDON, S.E.15

Phone:

NEW CROSS 3111-2-3

if it's **DODGE**

SALES · SERVICE · SPARES

MITCHELL'S your
man!

L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd. London S.W.12
BALHAM 2234

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 31

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries
Hachette et Co, Paris; W. H. Smith & Son, Paris and Brussels. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central
News Agency, Ltd., Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 190 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch
(A'da), Ltd.

SIR

KS:

E

L.F.
als

34 (6 lines)



E
S

Specialists

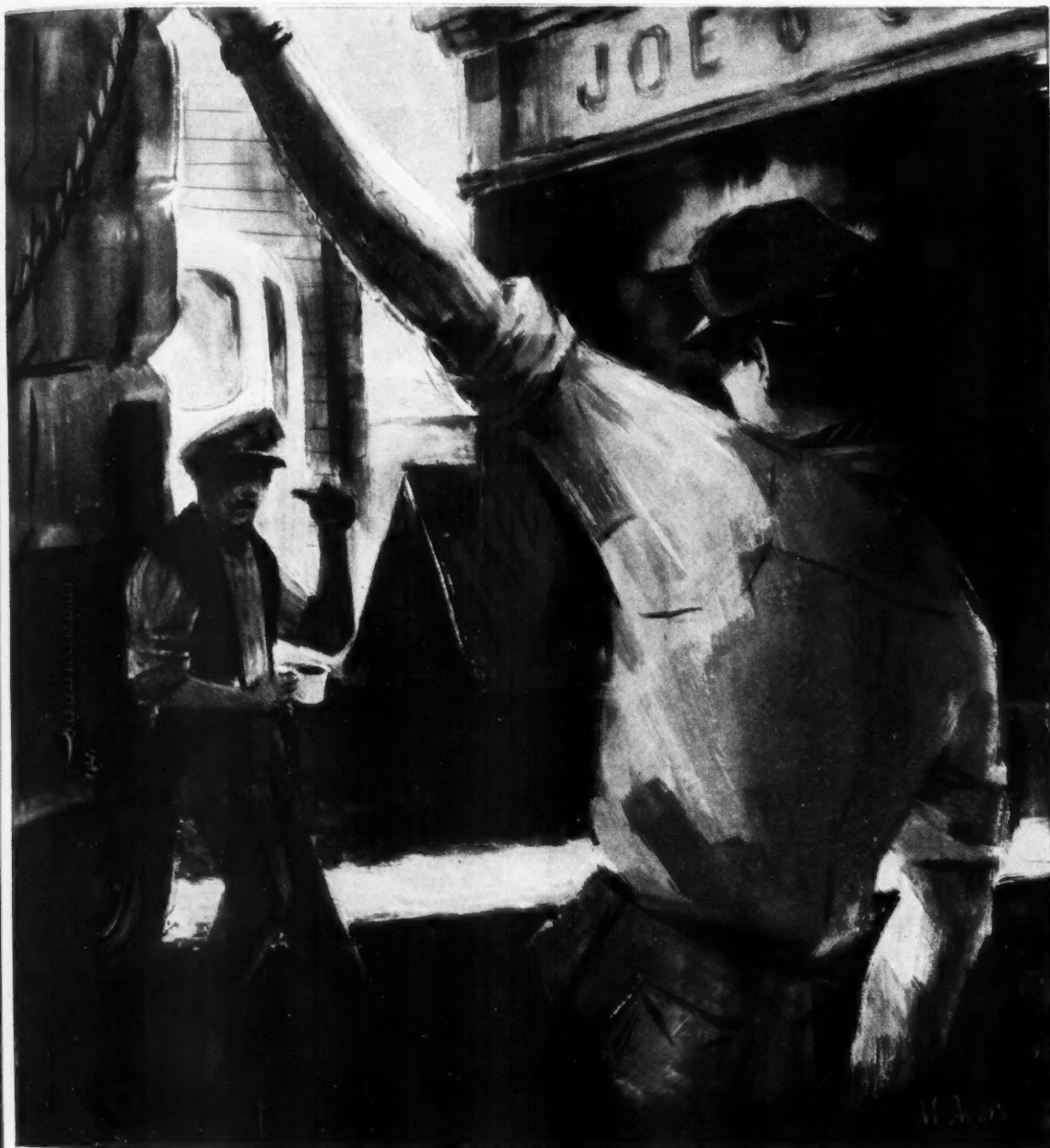
NDON, S.E.15

2 - 3

in!

s) LTD.
ndon S.W.12
HAM 2234

arie: Messageries
AFRICA—Central
—Gordon & Goble



" Since the speed limit's been raised...

... you soon notice if your brakes aren't up to it — especially on a heavy truck like this. My firm always specify 'Clayton Dewandre' braking equipment — they know there's none better!"

CLAYTON DEWANDRE CO. LTD.

TITANIC WORKS

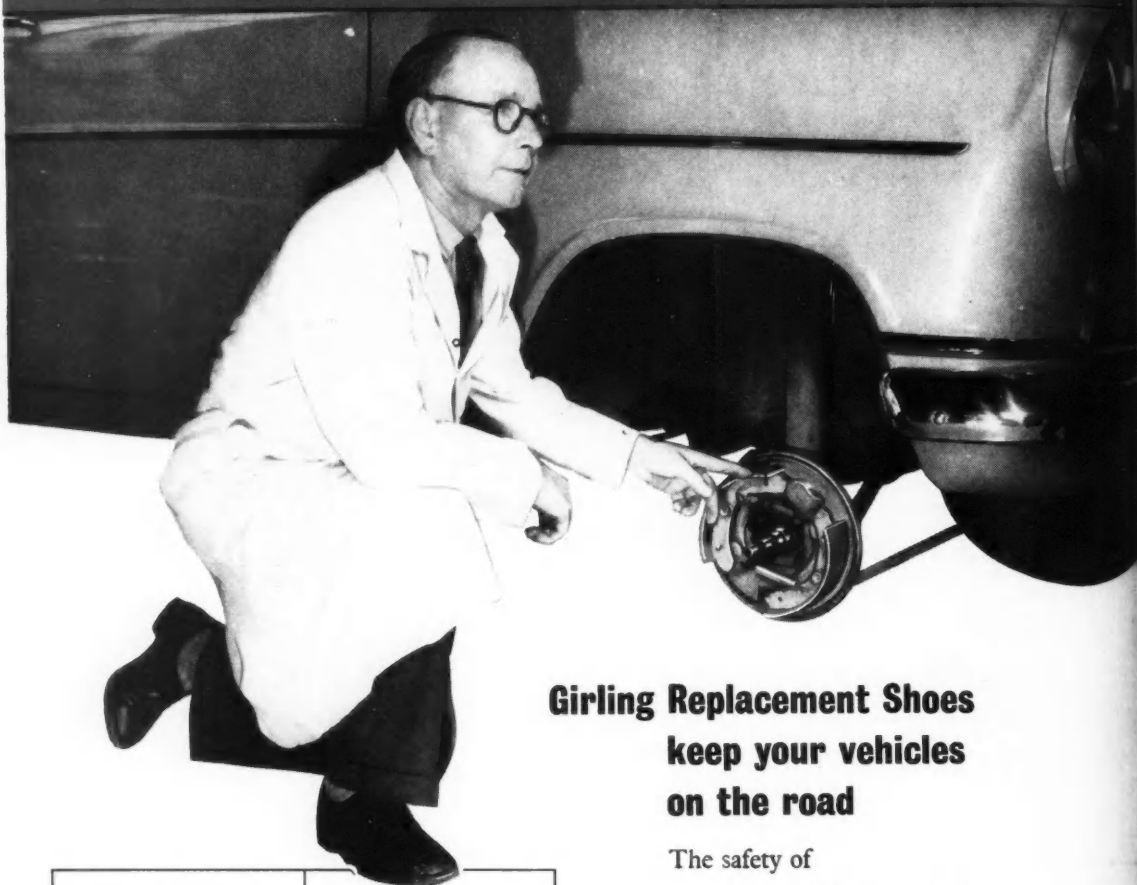
LINCOLN

ENGLAND

TEL: LINCOLN 25272

APJ4

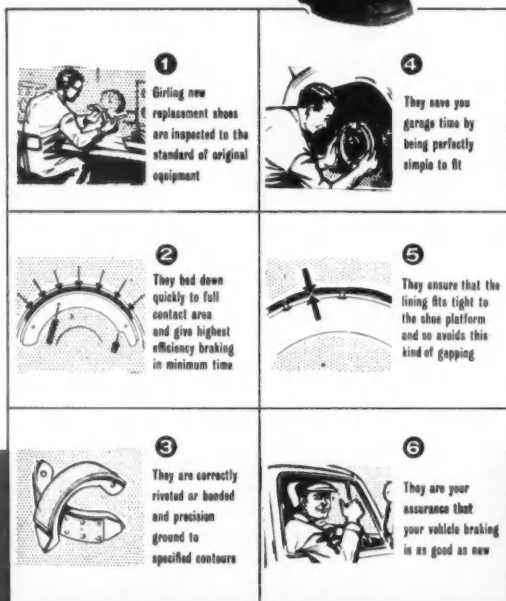
THIS IS THE POINT...



Girling Replacement Shoes keep your vehicles on the road

The safety of
your drivers is in your hands.
Much may depend,
lives may depend on your decisions
in the garage.

As far as brake servicing is
concerned, that decision is easy.
For brakes as good as new,
insist on the fitting of genuine
Girling Replacement Shoes.
It's the only way to be certain.



GIRLING

PARTS SERVICE



GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11

JUNE 10, 1960



ions

NG
VICE

HAM II